

WORTHINGTON

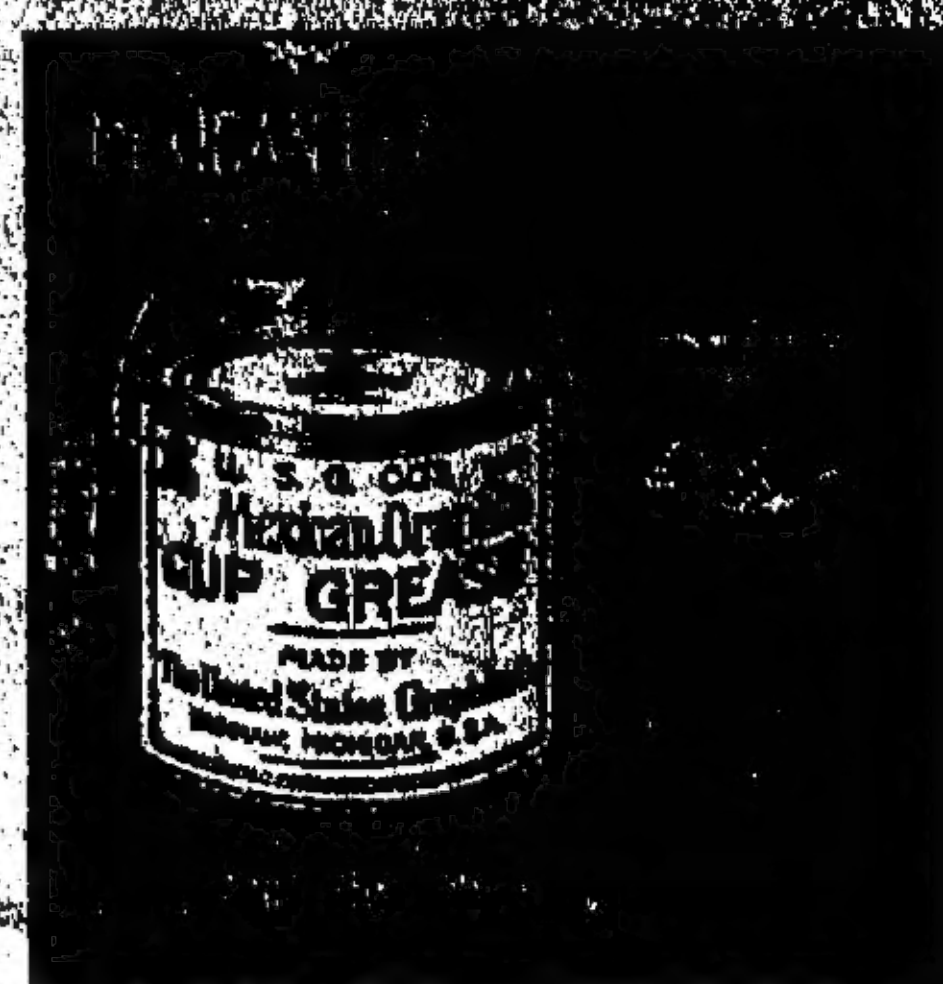


PUMPS

ANDERSEN MEYER & CO. LTD.

The Hongkong Telegraph

FOUNDED 1881 五拜禮 號五廿月式英港香 FRIDAY, FEBRUARY 25, 1921. 日八十月正 Third Edition



LADIES' DAY AT THE RACES.

A BRILLIANT SCENE.

Silverstreak Wins The Champions.

Expectations that this year's Meeting would be a record are being more than realized. Seldom, if ever, before have such large crowds been seen within the enclosure as gathered yesterday to witness the Derby and subsequent races. In the afternoon the whole place was thronged.

And to-day, being Ladies' Day, the scene was even more brilliant than ever. The dresses of the ladies—there were some charming creations—and the gorgeous weather combined to make the third day a social event of unimpaired success. Racing was just as keenly contested, the crowd was quite as large as yesterday, and it can be safely said that future race meetings will have to attain a very high mark before they outclass the event now in progress.

Yesterday's results showed that—even with conditions ideal—there is always a glorious uncertainty in racing China ponies. True, many favourites came home to win, but there were one or two surprises as well. The big stables and popular jockeys are still holding their own and it would seem that the majority of smaller owners will have to wait until to-morrow before they get a very big "look in."

A deal of sympathy has to be extended to young Mr. Soares—a rider who is surely coming to the front. On the first day he had the misfortune to be disqualified for "crossing" and yesterday, after having secured second place on the very same pony—"Pawshop"—it was discovered when he weighed in that a careless malice had left out of the saddle the lead weight. It was only a matter of one or two pounds, but the Stewards were bound by the rules to disqualify the pony. A bit of real "bad loss" for which everyone felt sorry.

The band of the Wiltshire Regiment again rendered an enjoyable programme of music. The following is an analysis of the first two days' successful Owners and Jockeys:

| OWNERS | 1st | 2nd | 3rd |
|-----------------------|-----|-----|-----|
| Sir Paul | 4 | 5 | 2 |
| Mr G. H. Potts | 4 | 5 | 2 |
| Mr John Peel | 3 | 2 | 4 |
| Sir Ellis Kadoorie | 2 | 8 | — |
| Mr Ferdinand | 2 | 11 | — |
| Mrs John Johnston | 2 | — | — |
| Mr Gilpin | 1 | 2 | — |
| Dr. Forsyth | 1 | 1 | — |
| Mr Soares | 1 | — | 3 |
| Mr F. B. Deacon | 1 | — | 1 |
| Mr Topside | 1 | — | — |
| Mr H. Humphreys | 1 | — | — |
| Mr Fash | — | 2 | 2 |
| Mr Nemaze | — | 2 | 2 |
| Mr Carpenter | — | 1 | 1 |
| Mr Saint | — | 1 | 1 |
| Mr Moxon | — | 1 | — |
| Mr Seth | — | — | 1 |
| Mr Deacon | — | — | 1 |
| Mr H. Birkett | — | — | 1 |
| Mr Stephen | — | — | 1 |
| Messrs. Hosie and Lay | — | — | 1 |
| Mr Towers | — | — | 1 |

| JOCKEYS | 1st | 2nd | 3rd |
|--------------|-----|-----|-----|
| Mr Knoll | 6 | 5 | — |
| Mr Johnston | 6 | 2 | 4 |
| Mr Vida | 4 | 4 | 3 |
| Mr Hill | 4 | — | 1 |
| Mr Soares | 13 | 12 | 3 |
| Mr Heard | 1 | 3 | 3 |
| Mr Nemaze | — | 2 | 2 |
| Mr Doyle | — | 1 | 2 |
| Mr Gibson | — | 1 | 1 |
| Mr Timmis | — | 1 | — |
| Mr Seth | — | — | 1 |
| Mr White | — | — | 1 |
| Mr Willemsen | — | — | 1 |

* One dead heat.
* Mr Ferdinand's Pawshop (Mr Soares) disqualified twice.
Details of to-day's racing are—
THE GRAND STAND STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies bona fide Griffins on date of entry. Weight for inches as per scale. Winners of one Race 5th, of two or more Races 10th. extra. (Subscription Griffins of both Classes of this Season 1920-1921. Winners no penalty, non-winners allowed 5th.) Entrance \$10. Three quarters of a mile.

Sir Paul's Honesty Dahlia (Knoll) 1
Mr. Nemaze's Parran (Seth) 2
Mr. B. Macgregor's The Renown (Bell-Irving) 3
Also ran:—Mr. Fash's Harlequin (Heard); Messrs. Joe and Gussie's White Foam (White); Messrs. G. C. Moxon's and C. G. Mackie's Tweedledum (Hill); Mr. Soares's Dandy Child (Soares); Mr. Stephen's Spynie (Willemsen).
Won by many lengths, a neck separating second and third.
Time:—1 min. 33 secs.
Pari Mutuel:—
Winner: \$6.90; Places: \$5.60; \$5.70; \$1.40.
Cash Sweep:—
Ticket No. 8 1st. \$1,231.30
" 161 2nd. \$ 351.80
" 30 3rd. \$ 175.90
\$25 Tickets and Commission \$596.00

\$2,355.00
\$25 Tickets:—40, 201, 52, 238, 11.
THE GREAT SOUTHERN STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 5th, of two or more Races 10th. extra. Griffins allowed 5th; Subscription Griffins of both Classes of this Season non-winners allowed 10th. Entrance \$10. One mile and a quarter.

Sir Ellis Kadoorie's Hongkong Chief (Knoll) 1
Sir Paul's Hope Dahlia (Vida) 2
Mr. John Peel's Slam (Johnstone) 3
Also ran:—Mr. G. H. Potts's Mountain King.
Won by three lengths, a length and a half between second and third.
Time:—2. 40.4/5 secs.
Pari Mutuel:—
Winner: \$44.90; Places: \$9.90; \$6.10.
Cash Sweep:—
Ticket No. 393 1st. \$1,693.30
" 5 2nd. \$ 483.80
" 210 3rd. \$ 241.90
\$100 Tickets and Commission \$636.00

\$3,055.00
\$25 Tickets:—212.
THE HONGKONG STAKES.—Winner \$750. Second \$250. Third \$150. For Horse Bazaar Subscription Griffins of this Season 1920-1921. Weight for inches as per scale. Winner of the Subscription Griffins Challenge Cup 7th. extra; non-winners allowed 3th. (Jockey allowance.) Entrance \$10. One mile and a half.

Mr. Fash's Aspirin (Heard) 1
Mr. F. B. Deacon's Frome (Knoll) 2
Messrs. Hosie and Lay's By Jinzo (Seth) 3
Also ran:—Mr. Allaire's Jock (Bell-Irving); Mr. Billiards Square Measure (Timmis); Mr. H. Birkett's Beldorney (Jardine); Mr. Deacon's Frampton (Vida); Mr. Harley's Bogeyman (Shaw); Capt. Henderson and Mr. Dyer's South (Hancock); Capt. Henderson and Mr. Dyer's West (Hill); Mr. Martinho's Evergreen (Gibson); Mr. McMase's Adversariat (Potts); Mr. Nemaze's Ardavan (Nemaze); Mr. John Peel's Empty (Johnstone); Mr. Ritchfield's White House (Doyle); Mr. Soares's Field Child (Soares).
Won by three lengths, a length and a half separating second and third.
Time:—3 min. 20. 2/5 secs.
Pari Mutuel:—
Winner: \$13.40; Places: \$6.40; \$6.20; \$8.90
Cash Sweep:—
Ticket No. 81 1st. \$1,810.90
" 556 2nd. \$ 517.40
" 283 3rd. \$ 258.70
\$25 Tickets and Commission \$1,053.00

\$3,640.00
\$25 Tickets:—548, 484, 326, 344, 657, 26, 279, 521, 333, 74, 437, 623, 955.
THE LADIES' PURSE.—Presented with \$400 added to the Winner. Second to receive \$300. Third \$100. For China Ponies. Weight for inches as per scale. Winners at this Meeting other

than Subscription Griffins of both Classes 5th. extra. Jockeys who have had three or more winning mounts in Hongkong, Shanghai or Tientsin 5th. extra. (Jockey allowance.) Entrance \$10. Once Round.
Mr. Soares's Spotted Sand (Soares) 1
Sir Paul's Conqueror Dahlia (Vida) 2
Mr. J. F. Macgregor's Strathfarrar (Heard) 3
Also ran:—Mr. G. C. Moxon's Louza (Timmis); Sir Paul's Sovereign Dahlia (Knoll); Mr. John Peel's Caulfield (Jardine); Mr. John Peel's Paper Money (Johnstone).
Won by three lengths, half a length separating second and third.
Time:—1 min. 52.1/5 secs.
Pari Mutuel:—
Winner: \$11.10; Places: \$6.80; \$9.30; \$23.10.
Cash Sweep:—
Ticket No. 186 1st. \$2,105.60
" 42 2nd. \$ 601.60
" 97 3rd. \$ 300.80
\$25 Tickets and Commission \$877.00

\$3,885.00
\$25 Tickets:—220, 75, 339, 200.
THE AMERICAN CUP.—Presented by American Citizens resident in Hongkong, with \$400 added to the Winner. Second to receive \$200. Third \$100. For China Ponies bona fide Griffins on date of entry. Weight for inches as per scale. Winners of one Race 5th, of two Races 7th, of three or more Races 10th. extra. Subscription Griffins of both Classes of this Season 1920-1921 allowed 7th. (Jockey allowance.) Entrance \$10. One mile and a quarter.

Mr. Henry Humphreys's Speckled Mouse (Knoll) 2
Mr. Fash's Javelin (Heard) 3
Also ran:—Dr. Forsyth's Leighton (Doyle); Messrs. Joe and Gussie's Dollar Bill (White); Mr. John Peel's Ankle Deep (Johnstone); Mr. G. H. Potts's Moorland King (Potts); Mr. Staves's Coniston (Bell-Irving); Mr. Stephen's Pure Silver (Willemsen).
Won by a head, a neck separating second and third.
Time:—1 min. 53.3/5 secs.
Pari Mutuel:—
Winner: \$20.70; Places: \$6.10; \$5.80; \$8.40.
Cash Sweep:—
Ticket No. 589 1st. \$2,817.50
" 403 2nd. \$ 805.0
" 650 3rd. \$ 402.50
\$25 Tickets and Commission \$1,225.00

\$25 Tickets:—167, 255, 984, 852, 21, 714, 978.
THE PHAETHON STAKES.—Handicap. Winner \$600. Second \$200. Third \$100. For China Ponies that have run at any Gymkhana Meeting and Griffins on date of entry. Non-starters barred. Entrance \$10. One mile and a quarter.

Mr. Fash's Dolphin (Heard) 1
Mr. E. Des Voeux's Beggar King (White) 2
Mr. Stephen's Hatton (Willemsen) 3
Also ran:—Mr. Ferdinand's Pawshop (Vida); Mrs. John Johnston's Adventurer (Johnstone); Mr. McMase's Savernake (Seth); Mr. Nemaze's Sepand (Nemaze); Mr. Soares's Siamosee (Soares); Mr. Soares's Forest Child (Yih); Mr. Staves's Bolshevik (Doyle).
Won by a length, a head separating second and third.
Time:—2 min. 41 secs.
Pari Mutuel:—
Winner: \$13.70; Places: \$8.80; \$9.80; \$20.30.
Cash Sweep:—
Ticket No. 789 1st. \$2,957.50
" 445 2nd. \$ 845.00
" 1079 3rd. \$ 422.50
\$25 Tickets and Commission \$1,275.00

\$5,500.00
\$25 Tickets:—368, 675, 494, 529, 720, 1002, 365.
THE "RIALTO" STAKES.—Presented by the Members of the Hongkong Stock Exchange. Value \$1,000 to Winner. Second to receive \$300. Third \$200. For Subscription Griffins of both Classes of this Season 1920-1921. Weight for inches as per scale. (Jockey allowance.) Entrance \$10. One mile.

Messrs. G. C. Moxon's and C. G. Mackie's The Carpenter (Doyle) 3
Also ran:—Mr. E. Des Voeux's Beggar King (White); Mr. Staves's Coniston (Bell-Irving); Mr. Stephen's Pure Silver (Willemsen).
Won by a head, a neck separating second and third.
Time:—4 min. 45 secs.
Pari Mutuel:—
Winner: \$29.80; Places: \$9.60; \$23.70; \$8.60.
Cash Sweep:—
Ticket No. 413 1st. \$3,000.90
" 209 2nd. \$ 857.40
" 54 3rd. \$ 428.70
\$25 Tickets and Commission \$1,353.00

\$5,740.00
\$25 Tickets:—268, 877, 124, 740, 330, 756, 841, 172, 11.
THE NIL DESPERANDUM STAKES.—Winner \$500. Second \$200. Third \$100. For Horse Bazaar Subscription Griffins of this Season 1920-1921 that have run and not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five furlongs.

Mrs. John Johnston's Irish Stew (Johnstone) 1
Sir Ellis Kadoorie's Repulse Bay Chief (Knoll) 2
Sir Paul's Delight Dahlia (Vida) 3
Also ran:—Capt. Henderson and Mr. Dyer's East (Hancock); Messrs. Hosie and Lay's By Jinzo (Seth); Mr. Nemaze's Ardavan (Nemaze); Mr. Saint's St. Antony (Doyle); Mr. Soares's Field Child (White).
Won by a length and a half, half a length separating second and third.
Time:—2 min. 06.1/5 secs.
Pari Mutuel:—
Winner: \$8.90; Places: \$5.70; \$5.80; \$9.60.
Cash Sweep:—
Ticket No. 683 1st. \$3,300.50
" 542 2nd. \$ 943.00
" 478 3rd. \$ 471.50
\$25 Tickets and Commission \$1,335.00

\$6,050.00
\$25 Tickets:—945, 315, 942, 875, 687.
THE CHAMPION STAKES.—A Sweepstakes of \$50 each for Starters with \$2,000 added for the Winner. Second \$750. Third \$400. For China Ponies. Winners at this Meeting only. Weight for inches as per scale. One mile and a quarter.

Mr. John Peel's Silverstreak (Johnstone) 1
Mr. Potts's Fighting King (Hill) 2
Mr. Gilpin's Triumph (Knoll) 3
Also ran:—Sir Paul's Empire Dahlia (Heard); Sir Paul's Honesty Dahlia (Vida); Mr. Soares's Spotted Sand (Soares); Sir Ellis Kadoorie's Hongkong Chief (Bell-Irving).
Won by a length and a half, a head separating second and third.
Time:—2 min. 33.4/5 seconds.
Pari Mutuel:—
Winner: \$35.00; Places: \$6.50; \$5.60; \$7.80.
Cash Sweep:—
Ticket No. 3445 1st. \$ 24,080
" 1509 2nd. \$ 6,880
" 1867 3rd. \$ 3,440
\$100 Tickets and Commission \$9,100

\$43,500
\$100 Tickets:—3928, 64, 3047, 1018.
THE CONSOLATION STAKES.—Winner \$600. Second \$200. Third \$100. For China Ponies that have run and not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. One mile.

Mr. Nemaze's Parran (Nemaze) 1
Mr. H. P. White's Merryand (Heard) 2
Sir Paul's Conqueror Dahlia (Vida) 3
Also ran:—Mr. Endeavour's Only Hope (Seth); Dr. Forsyth's Cranby (Gibson); Messrs. Joe and Gussie's Exchequer Bill (White); Sir Paul's Charing Cross (Knoll); Mr. John Peel's Coat of Arms (Johnstone); Mr. G. H. Potts's Muscovite King (Potts); Mr. Soares's Siamosee Cat (Soares); Mr. Staves's Bolshevik (Boyle); Mr. Staves's Coniston (Spinks).
Won by a length, a length and a half separating second and third.
Time:—2 min. 04.3/5 secs.
Pari Mutuel:—
Winner: \$29.80; Places: \$9.60; \$23.70; \$8.60.
Cash Sweep:—
Ticket No. 413 1st. \$3,000.90
" 209 2nd. \$ 857.40
" 54 3rd. \$ 428.70
\$25 Tickets and Commission \$1,353.00

\$5,740.00
\$25 Tickets:—268, 877, 124, 740, 330, 756, 841, 172, 11.
THE NIL DESPERANDUM STAKES.—Winner \$500. Second \$200. Third \$100. For Horse Bazaar Subscription Griffins of this Season 1920-1921 that have run and not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five furlongs.

Hon. Mr. P. H. Holypak's Redbird (White) 1
Sir Paul's Delight Dahlia (Vida) 2
Messrs. G. C. Moxon's and C. G. Mackie's The Carpenter (Doyle) 3
Also ran:—Mr. E. Des Voeux's Beggar King (White); Mr. Staves's Coniston (Bell-Irving); Mr. Stephen's Pure Silver (Willemsen).
Won by a head, a neck separating second and third.
Time:—4 min. 45 secs.
Pari Mutuel:—
Winner: \$29.80; Places: \$9.60; \$23.70; \$8.60.
Cash Sweep:—
Ticket No. 413 1st. \$3,000.90
" 209 2nd. \$ 857.40
" 54 3rd. \$ 428.70
\$25 Tickets and Commission \$1,353.00

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\$25 Tickets:—268, 877, 124, 740, 330, 756, 841, 172, 11.
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TERRIBLE EXPLOSION AT YAUMATI.

HEAVY DEATH-ROLL.

Damaged Building Destroyed By Fire.

A terrible explosion, followed by fire, occurred at the newly-established fire-cracker factory at Ho Mun Tin this afternoon, resulting in the loss of many lives, estimated to number close on one hundred. The factory, which was formerly used as a small-pox hospital, is a building some 30 feet by 60 feet, situated at the top of a hill. The explosion occurred at about 3 o'clock in the afternoon, and was caused, it is surmised, by a spark igniting some powder.

There were some 150 employees, mostly women and children, at work in the building at the time. So severe was the explosion that the whole roof of the building was lifted, with the result that the walls began to fall immediately.

Almost immediately after the explosion, a fire broke out, and the Fire Brigades from Kowloon and Hongkong were summoned. When the Brigade men arrived, the building was hopelessly involved in the flames, and it was impossible to save it.

Of the 150 odd workers in the factory, it is feared that very few have escaped. At any rate, up all 4.30 o'clock some 60 bodies had been removed from the ruins of the building, whilst about 25 who were more or less badly injured were removed to the Kwang Wah Hospital.

Rescue parties were still at work on the ruins when our representative telephoned the above details.

Mrs. Deacon's Frampton (Knoll); Mr. Fash's Phenacettin (Heard); Dr. Forsyth's Neston (Nemaze); Mr. Harley's Bogeyman (Shaw); Capt. Henderson and Mr. Dyer's North (Johnstone); Mr. Henry Humphreys's Meadow Mouse (Seth); Mrs. Leslie Smith's Barley Sugar (Timmis); Brig-Gen. E. B. MacNab's Benbow and Mr. T. F. Cobbe's Givenchy (Bell-Irving); Mr. John Peel's Tiddlywinks (Yih); Mr. Ritchfield's White House (Doyle); Mr. Stephen's Dunluga (Willemsen).

Won by three-quarters of a length, a neck separating second and third.
Time:—1 min. 18 secs.
Pari Mutuel:—
Winner: \$70.60; Places: \$20.40; \$16.10; \$234.80.
Cash Sweep:—
Ticket No. 37 1st. \$2,955.40
" 148 2nd. \$ 844.40
" 1004 3rd. \$ 422.20
\$25 Tickets and Commission \$1,493.00

\$5,715.00
\$25 Tickets:—248, 1113, 18, 176, 583, 446, 414, 898, 336, 550, 916, 203, 193, 30.
THE TIENSIN PLATE.—Winner \$500. Second \$200. Third \$100. For "Larsen" Subscription Griffins that have run and not won at this Meeting. Weight for inches as per scale. Ponies Placed Second 5th. extra. Ponies Placed Third 3th. extra. Jockey allowance.) Entrance \$5. One mile and a quarter.

Mr. Wobble's Flywheel (Willemsen) 1
Mr. Saint's St. Antony (Doyle) 2
Mr. Towers's Marble Tile (Hill) 3
Also ran:—Mr. John Bell-Irving's Miserrimus Doleful (Bell-Irving); Mr. Carpenter's Don Carlos (Knoll); Mr. A. K. Lowe's Benenden (Hancock); Mr. McMase's Peradventure (Seth); Mr. Madio's Seven Dials (Thompson); Mr. Nemaze's Ardavan (Nemaze); Sir Paul's Delight Dahlia (Vida).
Won by a head, a neck separating second and third.
Time:—4 min. 45 secs.
Pari Mutuel:—
Winner: \$29.80; Places: \$9.60; \$23.70; \$8.60.
Cash Sweep:—
Ticket No. 413 1st. \$3,000.90
" 209 2nd. \$ 857.40
" 54 3rd. \$ 428.70
\$25 Tickets and Commission \$1,353.00

\$5,740.00
\$25 Tickets:—268, 877, 124, 740, 330, 756, 841, 172, 11.
THE NIL DESPERANDUM STAKES.—Winner \$500. Second \$200. Third \$100. For Horse Bazaar Subscription Griffins of this Season 1920-1921 that have run and not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five furlongs.

Hon. Mr. P. H. Holypak's Redbird (White) 1
Sir Paul's Delight Dahlia (Vida) 2
Messrs. G. C. Moxon's and C. G. Mackie's The Carpenter (Doyle) 3
Also ran:—Mr. E. Des Voeux's Beggar King (White); Mr. Staves's Coniston (Bell-Irving); Mr. Stephen's Pure Silver (Willemsen).
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Ticket No. 413 1st. \$3,000.90
" 209 2nd. \$ 857.40
" 54 3rd. \$ 428.70
\$25 Tickets and Commission \$1,353.00

REUTER'S TELEGRAMS.

THE NEAR EAST CONFERENCE.

Venizelos Leaves London.

London, February 25.
M. Venizelos has left London. He does not now intend to confer with M. Calogeropoulos.

Turkish Delegates State their Case.

London, February 24.
The Near East Conference sat all day. Turkish delegates attended in the morning, but Tewfik Pasha was absent, indisposed. Mustapha Reshid announced that both delegations were in agreement, and asked the Nationalist, Bekirsami Bey to state their case. This demanded the 1913 frontier in Europe, fixing frontier in Asia Minor by agreement between the Turkish and Arab majorities in the respective districts. The frontier east to be the pre-war Turco-Persian line, and the Turco-Armenian frontier to be as fixed by the recent treaty between the Governments of Angora and Erivan. Smyrna to be returned to Turkey after evacuation by the Greeks. Freedom of navigation and the demilitarisation of the Straits under Turkish sovereignty to be adopted. Representation of Turkey on the International Commission for regulating the Straits to be conceded, also the protection of minorities, and recognition of Turkey's judicial sovereignty. The appointment of a commission of foreign and Turkish jurists to modernise the judicial system is also proposed. It is also proposed that there be: sufficient military and naval forces to ensure international order and to defend the coasts and frontiers; reorganisation of the Gendarmerie with the assistance of foreign officers; withdrawal of foreign troops from Constantinople and Turkey after the ratification of the Treaty; complete financial and economic independence for Turkey; valuation of the damages and mutual reparation. The conference adjourned after having heard the Turkish statistical statement, claiming that Turks were in a majority in Smyrna and Eastern Thrace, which should be assigned to Turkey. After the Turkish delegates had withdrawn, the Conference invited M. Calogeropoulos to submit the Greek statistical statement as to Smyrna and Thrace.

A Possible Solution.

London, February 23.
The proposal made at the Near East Conference to appoint an Anglo-French-Italian Commission to proceed to the spot and enquire regarding the questions of Smyrna and other matters raised by the Greeks and Turks is welcomed in French and Italian quarters and it is anticipated the Greeks and Turks will accept. It is opined in conference circles that this will bring a solution with the least possible modification of the Treaty of Sevres.

Allied Enquiry.

London, February 24.
The Near East Conference decided to ask the Turk and Greek delegations to day whether they were prepared to accept the result of Allied investigation with regard to Smyrna and Thrace, and, subject thereto, to accept the remaining terms of the Treaty of Sevres. Acceptance of the proposal will involve an inquiry by an Inter-Allied Commission.

CROZIER LETTER DEBATED IN PARLIAMENT.

Irish Secretary's Explanation.

London, February 24.
The Crozier affair was the subject of further questions in the House of Commons to-day. Sir Hamar Greenwood denied that cadets had been returned to duty and reiterated that they have been sent back to enable a complete investigation to be made. The suggestion that Colonel Crozier's letter was due to the frustration of his efforts to secure a high standard of discipline was unfounded. The fact was that through a miscarriage of General Tudor's letter Colonel Crozier thought he was ignored, but was not. Sir Hamar Greenwood felt bound to support the chief of police, especially in view of Crozier's unwarranted statement that indiscipline was being condoned. The Speaker accepted a motion by Captain Redmond to adjourn the House for the purpose of a debate, but suggested postponement for a week in order not to delay the passage of the Unemployment Insurance Bill. This was agreed.

THE STATUS OF SARAWAK.

Questions in Parliament.

London, February 24.
In the House of Commons, Mr. Grundy asked if appeal lies from the Rajah of Sarawak to the Governor of the Straits Settlements, and whether the British Government has any control over the administration of Sarawak. Colonel Amery replied that Sarawak was independent under the protection of Britain, whose Government had no control over the administration except within the limits of the annual revenue of Sarawak for the past three years and the proportion spent by the Rajah and his family. Colonel Amery replied quoting Departmental reports of Sarawak for 1918 and 1919. He had no information for 1920.

DEAN INGE ON THE YELLOW PERIL.

Doom of the White Worker?

London, February 24.
Dean Inge, speaking at Epsom on the Yellow Peril, declared that the abolition of war and a league to secure international justice would seal the doom of the white worker, whose labour movement produced a type of workman without survival value. Commenting on Dean Inge's views on the Yellow Peril, the Daily Chronicle points out that even assuming that the Asiatic races have the necessary initiative and organising power to govern the markets of the world and to control military forces, as Dean Inge foresees, the development of their civilisation will produce a demand for a higher standard of living, thus reducing their tendency to out-work and under-live the European.

CHINESE FLOUR AGAIN.

Food Controller Reports Assurance.

London, February 24.
In the House of Commons at question time, Mr. McCurdy repeated the denial that Chinese flour is deleterious to health. Practically all stocks in the port of the wheat commission have now been disposed of by contract.

(Continued on pages 4 and 12.)

NOTICES.

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and
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THERAPION No. 1
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The most powerful medicine
for all kinds of diseases.
It is a French remedy for all irregularities.
Thousands of ladies always keep a box
of Martin's Pills in the house, so that
on the first sign of any irregularity of
the system a remedy may be at hand.
These pills are sold in all
countries and have won the
highest honors at the
Paris Exhibition, 1904.
Beware of cheap imitations.
The name "THERAPION" is
on the wrapper and on the box.

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**
PORTLAND CEMENT.
In Casks of 75 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 14th August, 1914.

MEE CHEUNG
FIRST CLASS PHOTOGRAPHER
Ice House Street.
JUST ARRIVED
Reflex Cameras and all
kinds of photographic materials.

THE WRONG WAY TO READ.
If you have to hold the print far away
to see clearly, the eyes will be strained
to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Neither way is good.
See us at our new location in 53, Queen's
Road, C.I., (opposite to the Singer Sewing
Machine Co.) and have the satisfaction of
using a pair of right fitting, right seeing
glasses.
THE HONGKONG OPTICAL CO.
Successors to Clark & Co.
Wholesale & Retail Opticians,
53, Queen's Road, Central,
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Now Consignment of
"KODAKS"
Just unpacked to-day
Inspection Cordially Invited.
A. TACK & Co.
26, Des Vaux Road, Central.

**MARTIN'S
APIOL & STEEL
PILLS**
A French Remedy for all irregularities.
Thousands of ladies always keep a box
of Martin's Pills in the house, so that
on the first sign of any irregularity of
the system a remedy may be at hand.
These pills are sold in all
countries and have won the
highest honors at the
Paris Exhibition, 1904.
Beware of cheap imitations.
The name "THERAPION" is
on the wrapper and on the box.
**MARTIN'S
APIOL & STEEL
PILLS**

A REMINISCENCE OF
CASEMENT.German Captain's Narrative
of Expedition.

The foolhardy effort made by the Germans early in 1916 to send arms to Ireland is described, for the first time, in a book just published here, "Das Geheimnisvolle Schiff" (The Mysterious Ship), by Captain Karl Spindler, who led the unsuccessful little expedition, writes Mr. Geo. Kenwick, the Berlin correspondent of the *Daily Chronicle*.

It appears that the suggestion to land arms and ammunition in Ireland was first made by Count Bernstorff, then German Minister in the United States.

"The leaders of the Irish in America," says Spindler, "went to Count Bernstorff with the urgent request that the Germans should support, by military means, the planned insurrection in Ireland. The proposal that troops should be sent to Ireland had to be turned down. But the German Government declared itself ready to consider the suggestion, made by Count Bernstorff, of sending a ship with arms and ammunition to Ireland."

WHISKY PLAN.

For the purpose of a captured Wilson Line vessel, the *Castro*, was fitted out, and laden with a large quantity of arms and ammunition. It was first called the *Liban*, but, shortly after the start, its name was changed to *Aud*.

With forged papers, the vessel sailed under the Norwegian flag "with pitprops for Cardiff and general cargo for Genoa." Herr Spindler thinks in his monarchical zeal, that it is necessary to emphasise that "our Kaiser neither suggested nor urged the expedition."

The captain's knowledge of Norwegian was apparently no more than what could be obtained in a few days from an ordinary grammar, while his knowledge of the English was so thorough that he thought the best way to deal with them was to have plentiful supplies of whisky on board.

"The English would never dream," he writes with enthusiasm, "how carefully we had prepared to receive them." (Should they come on board to inspect the ship.)

"What was more natural than that an English prize crew should land on the whisky which stood invitingly in every corner? And genuine, expensive Scotch, too! The more they made friends with it, the better for us, for we would have light work in disposing of them and would, perhaps, be able to avoid bloodshed. And we had a sure and effective narcotic which could be put in their drink and their food."

Time after time the Herr Captain returns, in print, to the whisky. We are, to his mind, a "whisky-faced" race. At a certain critical moment, when running the blockade, he congratulates himself on its being Sunday, when "on the English ships people would be doing themselves well with whisky and such things." Poor captain, to be beaten by such a race of drunkards!

He harps continually, too, on the string of England's barbarity to neutrals on the sea, and that at a time when his neutral flag was being respected, and when the Germans were busy sinking Dutch fishing vessels.

Herr Spindler and Sir Roger Casement made careful plans, but in the end the latter decided against sailing with the *Aud*, and was sent on a submarine. They were to meet at the island of Innishowkeer, in Tralee Bay. Casement's plan was that when the ship arrived there "the English port and Customs officials should be rendered harmless when they came on board the *Aud*."

IN THE LION'S DEN.
The *Aud* managed to run the blockade of the whisky-drinkers, though its captain, continually priding himself on being in command of "a mystery ship," a "new Flying Dutchman," and so on, was all too soon to have proof that, in spite of all the whisky, we were aware of his plans from the start.

What he does not appear to understand even now was our letting him well into the trap before the door banged to. We are merely the stupid, careless English all through the story till he touches Tralee Bay.

Before entering the bay, Herr Spindler fitted out his ship with wooden guns. This was evidently to overawe the whisky-drinkers. With this bluff he was going to capture a larger ship

later on, and then play the real pirate. But the adventure, carried out with little more than the wisdom of a school-boy playing at "Treasure Island," never got to that stage.

At the rendezvous, Sir Roger Casement failed to put in an appearance; there was no message awaiting the blockade-runner to tell him what to do with his cargo. So, to bluff the naval authorities at the little port of Fenit, till he could find an opportunity to escape seawards, the raider had recourse to whisky.

He congratulates himself tremendously on the success of his skill in loading with the spirit all those who came on board little knowing that the ships to round him up were being wirelessed for.

A STUPID MISTAKE.

When, on making a dash for the open sea he was rounded up, he became very angry that a prize crew was not sent on board. He decided that the English were afraid to come near him, were terrified of this bold sea-rover.

As we know that the ship could be blown up at a moment's notice the procedure of making the captured *Aud* follow on *Queens-town* was a wise one.

Herr Spindler has to admit that the stupid fellows in the business were the Germans. Though the expedition was planned under the personal supervision of Admiral Scheer, this was what happened at the end:—

"The submarine (conveying Sir Roger Casement) knew nothing of our existence. It arrived in Tralee Bay the same evening, and saw in the dusk the outline of the *Aud* off Innishowkeer. Thinking, however, that it was an English destroyer, the submarine commander went off to the north and landed Sir Roger and his companions by means of a folding boat. [Casement, as is known, was arrested next morning near the spot where he landed.]

"Casement, I learned long afterwards, was, towards the end of the voyage, very silent, and was apparently only considering himself alone. It is strange that he did not urge the submarine commander to look for us and to give the signals as arranged by Casement himself."

AUD BLOWN UP.

So the *Aud* was taken on towards Queens-town. Everything was made ready to blow her up at the last moment. Spindler, too, made an attempt to ram an 8,000-ton ship, but our look-out was much too smart for him.

So, hoisting the German war-flag, and with crew, in their real uniforms, shouting "three hurrahs for our supreme war-lord," Herr Spindler sent his ship to the bottom.

The captain and the crew were rescued. On board a British ship Spindler took a fit of Baralongitis. It will be remembered that the Germans during the war were never tired of alleging a British atrocity in the case of the *Baralong*. Sir Edward Grey offered to bring the case before a neutral Court, on condition that three German deeds at sea, which took place within the same 24 hours, were also the subject of inquiry. But the German Government ran away from such an inquiry.

The captain of the *Aud* and his men were not in the slightest danger, but Herr Spindler took it on himself, in his hectoring way, to warn the British officer in charge of the prisoners that, for every prisoner shot, two captive British officers would be executed.

After recording this stupid outburst he has to admit on the next page of his book, that the food they were given was good and their treatment in every way polite.

The book provides an excellent example of that rather stupid and very boastful type of German officers who did so much of the pre-war bragging and pro-war propaganda, and who, even now, appears to have learned but little.

GENERAL NEWS.

MINISTER OF SPORT.

M. Briand's Cabinet includes a new Minister of Physical Education and Sport. The ex-footballer, M. Vidal, President of the Sports Union, France, has been appointed.

THE INFANT PRODIGY AGAIN.
A letter of apology from the youngest member at the Tiverton Association—aged 5 months—was read of the annual dinner at Anderson's Hotel, London.

BALLOTTING FOR HOUSES.
Walthamstow Borough Council is borrowing £500,000 for housing purposes, and will ballot for the order in which applications for the first 50 houses shall be considered.

PRINCE OF WALES AT
OXFORD.Welcomes Undergraduates
from the Colonies.

Oxford was bedecked with flags and jubilant on the 8th of this month on the occasion of the Prince of Wales' revisiting his old college, Magdalen, to lay a wreath on the Magdalen war memorial, unveil a tablet in memory of the fallen and receive the degree of D.C.L. at the Sheldonian Theatre.

Town and Gown combined to welcome the Prince, cheering crowds lined the streets and hundreds of women students mingled with the thousands of men seeking admission to the theatre, which was packed. The Public Orator, Mr. A.D. Godley, read the address of welcome and delivered the oration in English, not the usual Latin, because "none but our language would cope with the fullness of our hearts." He congratulated the Prince on his return from his travels among the free British peoples, in which he had displayed a power of emotional sympathy with varied types of peoples amounting to genius; and on the part he had played in the war. The Prince's name would ever be associated with epoch-making events of history. Mr. Godley evoked wild acclamations by a reference to the hero of Agincourt, Prince Hal, in Shakespeare's words, "the king of good fellows," as "prophetic of yourself, his loving descendant."

The Prince congratulated the University on its progressiveness in including women, and said that he was glad to see so many of them in attendance. He referred to the wonderful welcome he had received during his recent tour of the globe, saying that he owed the greatest debt to the Empire and had now an opportunity of repaying a fragment of it by welcoming the undergraduates from the Dominions and Colonies. He was delighted to know that their numbers were increasing and hoped that when they returned they would tell prospective freshmen out there what a good place Oxford was. They could be certain that Oxford would not fail them.

AFTER THE SALES.

Will Prices Go Up Again?

The public are deeply interested in the sales, says a Home paper, but a question that interest just as much is, What is going to come after the sales? Will prices go up again, or does this mark a permanent fall?

Discussing this a Press representative, Mr. John Lawrie, chairman of Whiteley's, said:—"There are two schools to-day. One is of opinion that when all these goods are cleared the prices will come back again. The other is that the position is such that we are in for a long spell of bad trade."

"I take a serious view," he continued. "The Continent is too poor to buy. And as for the scheme of selling on credit, how much better off are you going to be by that?"

"I think the manufacturer will be glad to sell stuff. We cannot live on taking in our own washing all the time. Manufacturers must be dropping a lot of money. In the textile factories, as you know, they are only working about two or three days a week. There is no output for their goods. The Continent cannot buy."

"The wholesale houses are very glad to get rid of their stuff. They can't keep it, and the reductions that are taking place are really tremendous. Somebody is dropping money."

As Mr. Lawrie remarked, however, there are two schools of opinion. One of the school of a different way of thinking from the manager of Whiteley's says the present slump in clothing prices, wholesale and retail, is only temporary, and has been possible only at the expense of the Government—by using excess profits to cut losses. Some firms have out their losses to the extent of tens of thousands of pounds.

"The public are getting the benefit of these cuts," he proceeded, "but as soon as present stocks are cleared the trade will return to a new normal level in which prices will be higher than they are to-day. Costs of manufacture to-day are higher than the sale rates ruling for existing stocks, on which losses are being out."

NOTICE.

GIVE YOUR CLOTHES ACHANCE.

To look their best—let them benefit by expert Alfred Hardy treatment. For cleaning, dyeing, tailor-pressing, repairs and renovations use the Alfred Hardy Service.

ALFRED HARDY & CO.

Cleaners & Dyers.

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SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.25, WING WOO ST.
CENTRAL.

PHONE NO. 1116.

NEW U.S. BATTLESHIPS.

All the Comforts of Home.

Three new types of ships for the United States navy that will round out the fleet and add tremendously to its effectiveness are now under construction, states the *Washington Post*, which gives a detailed description of the vessels. The first of these, the new battleships authorized in the 1916 building programme will be the largest and most powerful battleships in the world. Next come the fleet submarines, three of which are being built at the navy yard, Portsmouth. These super-under-sea craft will have sufficient speed and cruising radius to make it possible for them to accompany the fleet as a part of it. They have been designed after thorough investigation of the best types of foreign navies. Special effort has been made to provide the maximum comfort and they will be equipped with every device and fitting that will tend toward safety and comfort of the crew.

LATEST AIRCRAFT CARRIER.

The last of the trio is the latest type of aircraft carrier, the *Langley*. This vessel is the old collier *Jupiter*, refitted for her new role. Use of the *Langley* with the fleet will demonstrate the value of this type of vessel as she will be fitted with all the latest equipment for handling naval aircraft.

The new battleships, the "backbone of the fleet," which will number six, were provided under the three-year programme authorized in the naval act of August 29, 1916, four at a cost, exclusive of armament and armament, not to exceed \$11,500,000 having been ordered begun as soon as practicable thereafter. Of these, four designed for a normal displacement of 32,600 tons, two, the *Maryland* (46) and *West Virginia* (48), were placed with the Newport News Shipbuilding Company in December, 1916, and the other two, the *Colorado* (45) and *Washington* (47), with the New York Shipbuilding Company in January, 1917. A certain amount of progress on these vessels was made before the United States entered the world war during which work on capital ships was practically suspended.

ALL OIL BURNERS WITH
ELECTRIC DRIVE.

All the vessels will be oil burners, with electric drive. The complements will include about 70 officers, and about 1,500 chief petty officers, enlisted men and marines.

The three recently authorized fleet submarines are a part of the group of nine fleet submarines authorized by the naval appropriation act approved August 29, 1916. Bids for the other six vessels are now under consideration.

The designs were prepared by the department, and the plans provide for vessels of over 300 feet in length and of a displacement of more than 2,000 tons. EXCEED 20 KNOTS PER HOUR.
The propelling machinery for surface operation consists of two

auxiliary Diesel engines in the after part of the hull, driving directly on the main shafts, and two auxiliary Diesel engines in the forward portion of the boat, driving electric generators, which, in turn, supply electric current to two main electric motors, one on each main shaft. When operating submerged the vessel will be propelled by the two main electric motors, taking current from a powerful storage battery. It is estimated that the surface speed under full power will exceed 20 knots an hour and that nearly half that speed will be attainable in submerged condition. The fuel oil capacity is such as to provide for a large radius of action, and the vessel will be entirely capable of accompanying the fleet under all conditions.

The armament includes torpedo tubes in the bow and stern, with an ample allowance of 21-inch torpedoes. There will be a 5-inch gun mounted on deck, forward of the conning tower.

CONTAIN COMFORTS OF HOME.

Three periscopes of the latest improved patterns will form a part of the equipment, and each vessel will be provided with the latest type of radio-telegraph outfit, both for surface and submerged work, also with listening devices. Commodious and comfortable quarters have been provided for the officers and crew.

Particular attention has been given in the design of the structure of the vessel to insure adequate strength of the hull to resist the pressure due to deep submergence and to provide against rupture due to the explosion of depth charges.

The *Jupiter* is now at the navy yard, Norfolk, undergoing alterations to refit her as an aircraft carrier. She has been renamed the *Langley* in honour of Prof. Samuel Pierpont Langley, whose extensive pioneer experiments on the problem of mechanical flight made his name widely known.

All of the coal handling gear has been removed and in its place, will be erected a flying deck, which will be located about 56 feet above the water line, extending from bow to stern, a length of about 525 feet and with a width amidships of about 65 feet.

This deck will be flush all over so as to make an ideal platform for flying off and landing. Means will be provided on this deck for rigging an arresting device to facilitate landing.

SUCCESS OF SWISS MODERATE
SOCIALISTS.

Swiss orthodox Socialists have scored a victory over the Communists in the struggle now going on within the Socialist party by decision reached at Zurich. The Bern Voss, a moderate, shall continue as editor of the *Labour* newspaper *Volkrecht*, in place of the effort of the Communists to replace him by one of their own.

NOTICE.

SOMETHING NEW

TEN DANCE HITS ON THE FEBRUARY

VICTOR RECORDS

Just snap your fingers at care—Darling—Fox-Trot

Paul Whitman & His Orch

35704

Carasses—Medley Fox Trot Paul Whitman & His Orch

Tip Top—Medley Fox Trot—Saxophones

Six Brown Brothers

18714

If a wish could make it so—Fox Trot

Six Brown Brothers

If you could care—Medley Waltz

Smith's Orchestra

18715

Happy—One Step

Smith's Orchestra

Let the Rest of the World go By—Waltz—

Ferera & Franchini

18716

My Isle of Golden Dreams—Waltz—

Blue & White Marimba Band

12th Street Rag—Fox Trot

All Star Trio

18713

Dotty Dimples—One Step

All Star Tri

CALL IN AND HEAR THEM

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527.

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9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877

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The irritating cough and the obstinate cold will
speedily vanish if you take a few doses of

COLONIAL COUGH LINCTUS

The rapid Cold dispeller

Prices 50cts & 90cts per Bottle.

Warm Friends for Cold Nights.

Our HOT WATER BOTTLES at moderate prices.

COLONIAL DISPENSARY.

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Telephone No. 1877.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

THE NEW GERMICIDE. VAPOLINE INHALANT.

A few drops of this wonderful Essence sprinkled on the
Handkerchief and inhaled, Cures Colds, Banishes Headaches,
Hay Fever, etc.

VAPOLINE INHALANT possesses one unique feature—on
contact with the air it develops & gives off antiseptic Vapours
which gradually gain in strength, hence it is very economical in
use. One application giving protection for a whole day.

PRICE:—\$1.00 & \$1.75 per bottle.

QUEEN'S DISPENSARY

To. 492

St. George's Building.

FARROW'S BANK TRIAL

Story of a Cancelled Deal.

The great public interest in the
Farrow's Bank case, the hearing of
which was resumed in the New
Court at the Guildhall, London,
recently, was shown by the queue
which formed outside an hour
before the time for opening the
Court.

The case was heard by Sir
Charles Wakefield in the largest
Court in the building, accom-
modation in which was mostly
taken by solicitors, officials, and
the Press.

The defendants, Thomas Far-
row (58), chairman and managing
director of Farrow's Bank
William Walter Crotch (44),
banker; and Frederick Duncan
Y Abram Hart (44), accountant,
were charged with issuing and
publishing a false balance-sheet
with intent to induce depositors
and investors to entrust and
advance money and valuable
securities to the bank.

There were specific charges as
to a sum of nearly two and a half
millions reported as assets, viz.,
loans and advances to customers,
and to £780,000, said to be the
value of land in Cambridgeshire
belonging to the bank.

Mr. Farrow was brought into
Court by police officers, having
failed to find bail. Each de-
fendant was separately re-
presented.

THE PROSECUTION.

Sir Richard Muir, opening the
case for the prosecution, said
defendants were, respectively,
Mr. Farrow, chairman and
managing director; Mr. Crotch,
director; and Mr. Hart, head of
the audit department, who, as
the prosecution alleged, took the
most prominent part in the
manipulation of the accounts for
the purpose of the fraudulent
deception to the public.

Further charges would have to
be added to those already formu-
lated. One of these charges would
be of conspiracy to defraud such
members of the public as should
be induced by a statement to
entrust Farrow's Bank with
money or buy shares in that
institution.

When registered as a public
company in May 1907, the bank
had a nominal capital of £100-
000, which was increased from
time to time until in October last
it was raised to £1,000,000.

The read office during that period
was 1 Cheapside. There were
branches in the country increased
to 72 by 1920. The bank adver-
tised largely in various forms. One
was a pamphlet, which gave in-
formation upon which the public
was expressly invited to open
deposit or current accounts and
encouraged to buy shares in
Farrow's Bank.

The pamphlet gave the names
of directors and officers in Eng-
land, Scotland and Ireland, with
details of 72 branches, and gave
an account of the Bank's progress,
which was reported as one of
continuous and unbroken pro-
sperity.

DIVIDENDS OF 6 AND 6½

PER CENT.

It told of dividends of 6 and 7
per cent. paid to shareholders,
and gave assets for each year
since 1908, which showed that
from £226,000 in that year they
had by continuously progressive
figures reached in 1920 £4,657,000.
At the end there was a balance-
sheet to June 30, 1920, which
reported that the net profit for
the year was £53,450.

The Bank also set out what
was one of its most distinguish-
ing features—that they allowed
interest on approved current ac-
counts, and, said counsel, that
was one of the chief attractions
to persons having small banking
accounts.

It was also stated that of a
million £1 shares, £700,000 had
been subscribed, 26,486 being
fully paid, while the remainder
were partly paid shares, 10s.
only being payable on them, the
remaining 10s. being payable
only in case of liquidation. The
dividend paid last financial year
was 6½ per cent.

Counsel read some quotations
from Farrow's Bank Gazette,
which, he said, was published for
propaganda, which concluded:—

Indeed, we are speaking
guardedly when we declare that
in the year ahead of us there is
every reason to believe that our
stock will have the soundest
justification for standing at a
considerable premium.

So it appeared clear that Far-
row's Bank were issuing a state-
ments in the form of an advertise-
ment encouraging people to invest
money with them as bankers,
and to buy their shares on the
market.

NEGOTIATIONS FOR SALE.

Continuing, counsel said this
apparently successful and grow-

BOXING.

World's Light-Weight Cham- pionship.

In a fifteen-round contest for
the world's light-weight cham-
pionship at Madison Square
Gardens recently, Benny Leonard,
the holder, scored a technical
knock out over Ritchie Mitchell.
Both men weighed in at 9 st. 8 lb.

The fight was of the most
spectacular character. In the
first round Leonard floored Mit-
chell thrice, but was then sent
down himself by a left hook to
the jaw, almost taking the full
count. From this point onwards
the holder had the better of
matters, although many observers
were of opinion that if Mitchell's
right eye had not been closed by
a blow in the first round he would
have given the champion the
battle of his life.

In the sixth round, Mitchell
came up gamely, and tried hard
to land some effective blows, but
Leonard's perfect footwork and
blocking prevented him. Leonard
in this round attacked viciously,
simply battering his opponent off
his feet. Mitchell was sent to
the canvas three times, and
Leonard was ready to give him
the knock out blow when the
referee stopped the contest.

There was a very large attend-
ance, and numbers of fashionable
women witnessed the fight. Dur-
ing the evening young ladies sold
programmes in aid of funds for
the benefit of war-torn France.

ing business attracted the atten-
tion of a firm of American
financiers, Messrs Norton, Read,
& Co., of New York and London,
who desired to acquire such a
business. He gave details of the
negotiations between the Ameri-
can partners with Farrow and
Crotch with regard to the
proposed transfer, and said
that at one meeting between
Crotch and Mr. Read at the
Carlton Hotel, Crotch proposed
that Mr. Read's firm should pro-
vide half a million four hundred
thousand pounds as a reserve
against any possible depreciation,
and one hundred thousand for
compensating the directors of
Farrow's Bank. Mr. Crotch said
the auditors insisted each year on
writing down the assets, and were
very conservative, and required a
big margin for depreciation.

Those were important state-
ments, said counsel, and, of course,
calculated to impress Mr. Read
with the solvency of the institution
in which he was about to embark
his capital and reputation.

Farrow and Crotch both said
on several occasions there was a
hidden resource. Everybody
knew that "hidden resource"
meant there were assets in the
books stated there at less than
full value.

There were other meetings and
letters, and in July the agreement
was finally accepted. In Sep-
tember Mr. Read saw Mr. Far-
row at Hastings and wanted to
take up his post as managing
director. Farrow refused until
Mr. Read had taken up a first
batch of 300,000 shares he had
undertaken to purchase.

There were further financial
negotiations and delays, and
eventually after having paid
Farrow £5,000 cash as part com-
pensation for loss of office, Mr.
Read was elected managing
director on October 18, and im-
mediately started to investigate
in earnest the Bank's books.

"HOPELESSLY INSOLVENT."

He soon discovered the finan-
cial position of the Bank was
entirely different from the reports
made by Farrow, and after an
outside incorporated accountant
had examined the books and
declared the Bank irretrievably
and hopelessly insolvent he with
Mr. Riche and Mr. Morton, re-
signed their positions as directors.
Farrow and Crotch were present
at the meeting, and the resigna-
tions were accepted.

Mr. Read repudiated his con-
tract on the ground that the
balance-sheet was false and
fraudulent. Farrow and Crotch
agreed Mr. Read was entitled to
take that action.

This agreement, said counsel,
implied a clear compromise that
they had been personally guilty
of publishing false and fraudulent
balance-sheets in the circum-
stances already known.

Apparently Farrow and Crotch
thought that when they entreated
Read he would produce the
necessary funds to save exposure.

DIRECTORS' HUGE DEBTS.

There were huge debt balances
against some directors. Crotch
appeared to owe £180,000 to £200-
000. The bank had done nothing
but lose money since 1908.

Evidence was called, a Somer-
set House official producing the
balance sheets.

NO 1918 PLOT.

De Valera's Audacious Denials.

The first pronouncement made
by Mr. de Valera since his return
to Ireland was issued recently in
Dublin as a Dail Eireann official,
through the *Irish Bulletin*, the
Sinn Fein circular. It is in the
form of a reply to the Irish papers
issued by the Government during
the week-end, and is as follows:—

"There was no such thing as
this Gorman plot of 1918. I have
asserted this in America time
after time. I now repeat it here.
From 1917 I was intimately in
touch with all the major activities
both of the Sinn Fein political
organisation and of the Irish
Volunteers, and so I speak with
knowledge and authority. Lord
Wimborne, not Lloyd George,
told the truth on this matter.

"The general character of this
report, its total untrustworthi-
ness, and its obvious purpose to
bring to play on the side of the
authors of the present military
frightfulness in Ireland all the
prejudices and hatreds of the past
war can be inferred from the
portions that have reference to
me personally.

"For example, (1) the document
on 'Army Organisation,' attribut-
ed to me, and, according to the
summary in the Press, said to be
in my handwriting, is not in my
handwriting, as they could easily
have seen. Further, it was
neither composed by me nor com-
posed at my suggestion, nor was
it of my person. I suggest that
representative American or Con-
tinental Pro-men ask Lloyd
George to let them see the
original document or the photo-
graphic copy of it. It will not
need an expert to decide that the
writing is not mine. When that
is done I will give a full history
of the document, supported by
proofs that will be conclusive.

"The way the British Cabinet
has impressed this document into
its service might be taken as a
standard illustration of how such
plots are manufactured to meet
the British Government's needs.

"The Press has already com-
mented on the fact that although
names are given without reserve
throughout the report, a letter
found in my possession is referred
to as from a known member of
the Irish Republican Army. It
will be interesting to know the
reason for this. This letter was
handed to me when presiding at
a meeting a few hours before my
arrest. It might have come from
Lloyd George himself or from the
original discoverer of the German
plot, Sir Edward Carson. I
glanced through its contents and
later, though the document seem-
ed of no particular consequence,
being (if genuine) nothing more
than the writer's own views on
the situation as regards con-
scription and the steps that were
taken to meet it, as a safeguard
to the writer from the attentions
of the British, should they get the
letter, I pinched off the signature.
This can be seen if the original
be examined.

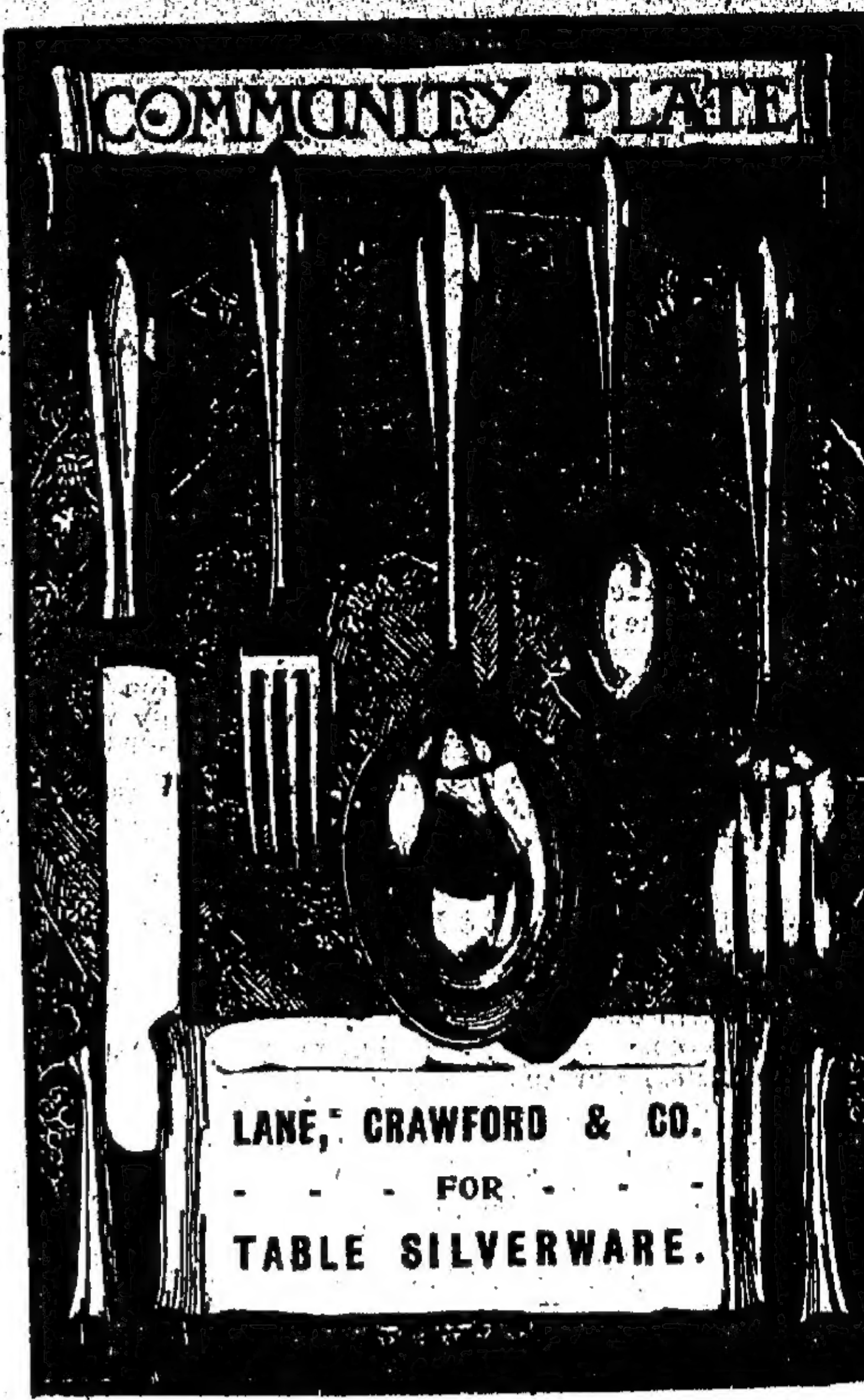
"As for the document on com-
munications, it was given me as
a basis from which I might start
to work up a system of com-
munications which was needed
by the Mansion-House Conference
in connection with their
work in view of the
threatened enforcement of con-
scription. In all probability I
would have altered it so much
that the system when actually
set up would have but slight
relation to the scheme outlined
in this proposal.

"In so far as this whole report
has reference to incidents sub-
sequent to the 17th July, I know
that it is simply of a piece with
the same sheer audacity in lying
which the present British Minis-
ters have given evidence of in
respect to Ireland in their public
statements day by day, state-
ments which are designed to
deceive their own people no less
than the peoples of foreign
nations. We who know the truth
and see how deliberately these
gentlemen distort it do not forget
this fact when estimating the
probable honesty of so-called
offers and proposals emanating
from them.

"The case of Cotter Brothers
is another instance of how eagerly,
in the absence of evidence of
any real plot, the British Govern-
ment press into their service
every chance occurrence and
document that comes their way,
if it can at all be made suitable
for their purpose.—Eamon de
Valera."

MORE WORK FOR MR. LAMONT.

The Mexican Government has
invited Mr. Thomas Lamont, of
the Morgan Syndicate to visit
Mexico and begin on the pre-
liminary work of refunding
Mexico's foreign debt.



WATSON'S COLD CURE TABLETS

Cure a Cold in the Shortest
Possible Time.

An Excellent Remedy For

Neuralgia & Malarial Headache.

This excellent remedy is sent regularly
from Hongkong TO CUSTOMERS IN
ENGLAND and elsewhere abroad.

A. S. WATSON & CO., LTD.

EARLIER TELEGRAMS.

AMERICAN DIPLOMATIC APPOINTMENT.

London, Feb. 24.

The "Times" Washington correspondent states that special
significance is attached to the appointment of Mr. H. P. Fletcher as
Under Secretary of State. He has had a long diplomatic experience
and firsthand knowledge of the Far East, where President-elect
Harding believes that America must play a part of steadily increasing
importance. The choice of Mr. Fletcher means the carrying out of a
vigorous policy to be entrusted to a man with the necessary special
training.

SUMMERTIME IN ENGLAND.

London, Feb. 24.

Summertime in England begins on April 2nd, and ends on Oct.
2nd.

PROPOSED REDUCTION IN FRENCH ARMY ESTIMATES.

Paris, Feb. 24.

The report of M. Pate, head of the Chamber Committee dealing
with Army estimates, proposes a reduction of nearly 60 million sterling
on a total of 280 millions put down by the Government.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

RICE FOR MALAYA.

Singapore, February 24.

The Kedah Government has sanctioned the export to Malaya of
fifteen million gantangs of local rice.

KRUPP'S DOUBLING ITS CAPITAL

Reported Plan to Acquire Coal Mines.

Is Krupp's about to participate
in the movement which is fas-
transforming the "Socialistic
Republic" of Germany into one
great industrial trust? asked the
Daily Chronicle correspondent at
Berlin.

The question is prompted by
the fact that the world-famous
firm is arranging to float a new
loan of 250 million marks. In
effect this means exactly doubling
the existing capital.

At present Krupp's is practi-
cally a family affair, the whole
of its shares being in the hands
of half a dozen people. The pros-
pect of its coming, for the first
time, into the open capital market
on this unprecedented scale has

created a sensation and has in-
spired excited speculation about
what new great enterprise is
planned.

It is generally believed the in-
tention is to use the new capital
for the acquisition of coal mines.
For some time past there have
been rumours in the Ruhr area
that Krupp's were the prospective
purchaser of two well-known
properties called respectively
"Amalie and Helene" and "Con-
stantine the Great." This latest
money-raising project has lent
significance to these stories.

"Present market values" of the
shares of these concerns however,
much exceeds the amount of the
proposed new capital, so it is being
made in conjunction with other
of Germany's masters of "big
business," who by forming vast
combinations with unparalleled
capital funds, are challenging the
way for "social nation."

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

| | | |
|-------------|-----------|-----------------------------|
| "TEIRESIAS" | 1st Mar. | Amsterdam, London & Antwerp |
| "HELENUS" | 8th Mar. | London, Amsterdam & Hamburg |
| "STENTOR" | 11th Mar. | London, Amsterdam & Antwerp |
| "NINGCHOW" | 26th Mar. | London, Amsterdam & Hamburg |
| "KEEMUN" | 5th Apr. | London, Amsterdam & Antwerp |

LIVERPOOL SERVICE

| | | |
|---------------------|-----------|--------------------------------|
| "ACHILLES" | 1st Mar. | Genoa, M'Isles, L'pool & G'gow |
| "TELANON" | 16th Mar. | Havre & Liverpool |
| "KT. of the GARTER" | 29th Mar. | Genoa, M'Isles, L'pool & G'gow |
| "IDOMENEUS" | 12th Apr. | Havre & Liverpool |

PACIFIC SERVICE

| | | |
|---------------|-----------|---|
| "TALTHYBIUS" | 16th Mar. | Victoria, Seattle, Tacoma and Vancouver |
| "TYNDAREUS" | 6th Apr. | |
| "PROTESILAUS" | 4th May | |

NEW YORK SERVICE

| | | |
|-------------|-----------|----------|
| "EURYPYLUS" | 2nd March | via Suez |
|-------------|-----------|----------|

HOMeward PASSENGER SERVICE

| | | |
|-------------|------------|---------------|
| "TEIRESIAS" | 1st March | for London |
| "STENTOR" | 11th March | for London |
| "IDOMENEUS" | 12th April | for Liverpool |
| "PYRRHUS" | 3rd May | for London |
| "ANCHISES" | 10th June | for Liverpool |
| "TEIRESIAS" | 7th July | for London |

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS, LIMITED.

From UNITED KINGDOM, GENOA, COLOMBO & STRAITS.

The Motorship "GLENSANDA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th February 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 28th February, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON, & CO., LTD., Agents.

Hongkong, 21st February, 1921.

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Company.)

HOLLAND-OOST AZIE LIJN. (HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From ROTTERDAM, HAMBURG and GENOA.

The Steamship "TJIMANOEK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th February, 1921 at 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 28th February, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 23rd February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship "TOTTORI MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 29th February, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 22nd February, 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "NINGCHOW"

From NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Feb., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th March, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd February, 1921.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS." Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS From MIDDLESBRO, LONDON and STRAITS.

The Steamship "BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 5th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. LTD. Agents.

Hongkong, 21st February, 1921.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD

The following Unclaimed Telegrams are lying here:—

Changyick Tungyck, from Shanghai.

Hopshing, Suhong Street, from Shanghai.

Wingmowai, from Dairan.

Takata, from Hakodate.

Gatsong, from Shanghai.

Fivestar, from Shanghai.

Yewling Soywoo Firm, from Shanghai.

Wingcheong, from Kobe.

Sukee, Des Voeux, from Amoy.

Hardeman, Hongkong Hotel, from Osaka.

Hagiwaraniyo, 271 No. 2, Yakuraku St., from Nagasaki.

Chonko, from Shanghai.

Famchin, 120 Tungman Street, from Shanghai.

Miss Ladenburg Repulse Bay Hotel, from Peking.

Manwooleung, from Osaka.

T. KRING, Superintendent.

Hongkong, Feb. 17, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Fivestar, from Sandakan.

Gabriel Gomez May Road 2, from Calcutta.

May Jardos, from Montecarlo.

Karansingh, from Luchiana.

Rackimpor, from Paris.

Saliege, from Haiphong.

M. E. F. AIREY, Superintendent.

Hongkong, Feb. 17, 1921.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS:—"TAKOO DOCK" HONGKONG.
TELEPHONE No. 212
CALL FLAG: "C" OVER "ANS. PENNANT"

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

SHIPPING NEWS.

ANTWERP'S IDLE STEAMERS. In the port of Antwerp 40 Steamers are lying idle for lack of cargo.

N.Y.K. SERVICE TO SEATTLE. There is now a sailing service every ten days on the N.Y.K. Far East-Seattle service.

OLD FAR EAST LINER FOR SALE. H.M.S. Newcastle, which was well known in Far Eastern waters in the early days of the war, is to be sold.

JAPAN'S COASTAL TRADE. There is a tendency in Japan for shipowners to turn their minds from the ocean trade to the near seas trade.

ITALIAN VESSELS TO CARRY WIRELESS.

An official Italian decree orders that all Italian vessels of over 1,600 tons which carry passengers shall be equipped with wireless.

KEELONG-HONGKONG-HAIPHONG SERVICE. The Yamashita Kisen Kaisha will inaugurate a Keelung-Hongkong-Haiphong service in April next, with the s.s. Taika Maru and Futo Maru.

SHIPPING BOARD WAGES AGREEMENT.

It is stated that the agreement between the U.S. Shipping Board and Government merchant vessels regarding wages will be terminated shortly.

U. S. FAR EASTERN SERVICE. At a hearing before the United States Shipping Board, representatives of Pacific coast ports will discuss the establishment of trade routes and the allocation of vessels to ply between Pacific ports and the Far East.

CONCRETE VESSELS.

Professor T. B. Abell read a paper at the Institution of Civil Engineers recently on "Reinforced Concrete for Ship Construction," and gave particulars of tests made by the Admiralty and the Controller-General of Merchant Shipbuilding during 1917 and 1918.

"CREOLE STATE'S" MAIDEN VOYAGE.

A San Francisco contemporary of February 3, states:—"The 'Creole State,' first of the new Shipping board liners for the Trans-Pacific run, sailed for Manila to-day marking the establishment of a new record in mail time to the Philippine Islands and Southern Asia.

SHIPPING NEWS.

THE FUTURE OF THE BRUSSELS. The Brussels, the late Captain Fryatt's ship, recently arrived at Gool. The vessel is a battered shell, the foremast being gone, the aftermast partly dismantled and without rigging, and one of the two funnels being missing.

The Brussels is to be reconditioned for service in the Irish Sea.

TRAINING SHIP FOR SOUTH AFRICA.

The training ship General Botha, presented by Mr. T. B. Davis, the well-known South African shipowner, to Cape Town Naval Volunteer Reserves as a technical engineering school for boys, sailed for South Africa from the London Docks recently.

THE LATEST CUNARDER.

The Albania, the first completed ship of the Cunard post-war building programme, recently sailed to New York on her maiden voyage. She is 522ft. in length and 64ft. wide, has a depth of 49ft. and a gross tonnage of 13,000. The vessel is an oil-burner with double reduction geared turbines and twin-screws. She will carry only cabin passengers, the accommodation including a spacious dining saloon, a social hall, a lounge, and a smoking room. Her total complement of passengers is 480, and she is designed on lines which should make her one of the most popular cabin ships afloat.

BILLS OF LADING.

A decision is stated to have been reached respecting the wording of Bills of Lading in the Eastern trade, states Shipping and Engineering. It appears that during the war a practice came into existence of supplementing in some cases the phrase "Shipped, in apparent good order and condition" by such words as "shipped or delivered for shipment." Exception having been taken to such an addition, the words "or received for shipment" were sometimes employed instead.

These words have lately been considered objectionable, and so some of the British shipping lines, at any rate, have agreed to omit them, and only to issue bills stating the goods have been "shipped in apparent good order and condition." The issue of the bills of lading marked "or received for shipment" has been a convenience to merchants. So long as prices of goods were rising, delay in arrival at the port of consignment was no doubt of

PASSENGERS DEPARTED.

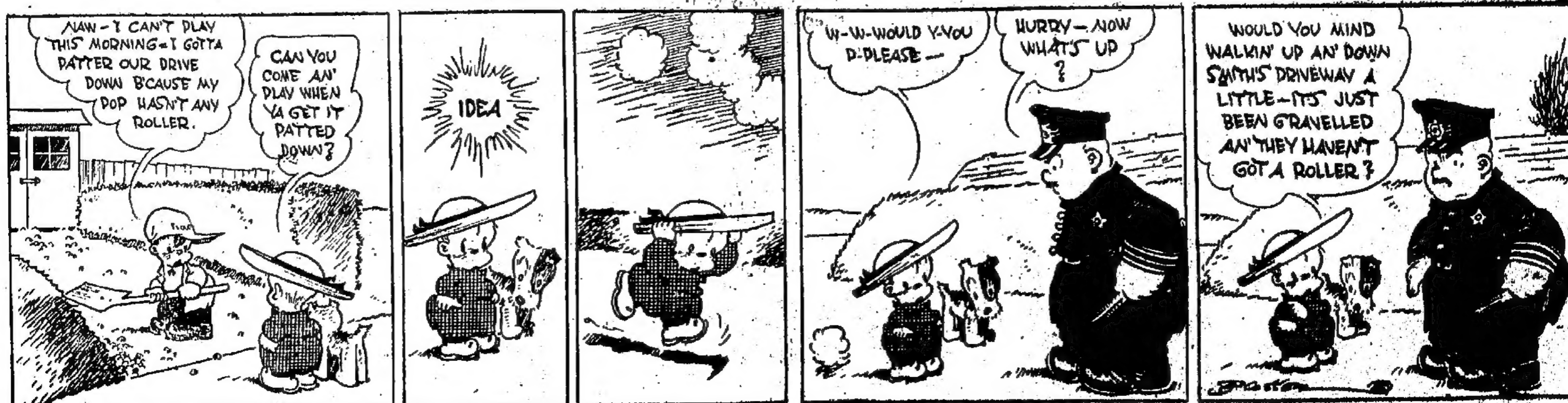
Per s.s. Ecuador.—Mrs. P. M. Anitago and inf., Mr. B. Zumm Brunnen, Miss H. Bowes, Mr. E. W. Bauckmann, Mrs. E. Belz, Mr. and Mrs. J. D. Birrell, Mrs. D. W. Burckhardt, Miss E. J. Breiba, Mr. J. L. Crockett, Mr. L. A. Cossart, Mr. & Mrs. M. Cohn, Mrs. F. M. Collins, Mr. C. J. Crosswell, Mrs. R. S. Coon, Pter. Carmichael, Mrs. A. Chapman, Mr. E. A. Dimick, Mr. S. F. Denby, Mr. V. H. Dent, Mr. E. H. Dunning, Mr. and Mrs. J. H. Dollar and child, Miss V. A. Dodge, Mrs. E. S. Everett, Mr. and Mrs. J. A. Embry, Mr. H. E. Easton, Miss F. O. Fletcher, Mr. and Mrs. H. B. Fowler, Miss E. Figueiredo, Mrs. J. M. Foy and child, Mr. and Mrs. R. Furchman, Mr. C. Glynn, Miss Virginia Good, Miss Ethel Hogue, Miss N. Hock, Mrs. L. Henderson, Mrs. Geo. P. Hunt, Miss Virginia Hunt, Mr. A. S. Heyward, Mr. and Mrs. W. P. Hardeo and mft., Miss E. Irvine, Mr. Charles Jacklin, Mr. H. Kirchmann, Mr. and Mrs. G. B. Levy, Miss M. Landale, Mr. L. V. Lang, Mr. T. A. Murray, Mr. W. S. Mallory, Mr. and Mrs. W. M. Milne, Mr. and Mrs. H. W. McEwan, Miss Dorothy McEwan, Miss L. McPherson, Mr. N. O. Noah, Mr. and Mrs. Samuel Oldham, Mr. J. A. Plummer, Mr. and Mrs. C. A. Pereira, Miss L. Prichard, Mr. M. W. Paxton, Miss A. Ragon, Mr. C. F. Robins, Mr. Jack Ryan, Mr. R. R. Boxburgh, Miss B. Roxburgh and servant, Miss B. Ridgway, Mr. Hugo Reiss, Mr. A. Remedios, Mr. T. E. Stockton, Mr. and Mrs. E. M. Selby, Mrs. Laura Smith, Mr. and Mrs. W. G. Sprague, Mr. Harry Swanson, Mr. E. H. Smyth, Mr. Wm. Stodart, Mr. H. O. Steiner, Mr. Norman Swarthley, Mr. and Mrs. B. P. Sweeney, Miss O. B. Tingley, Mr. A. M. Timke, Miss D. M. Walker, Mr. J. W. Wright, Mr. and Mrs. Geo. H. Woodman, Mr. G. E. Whitman, Miss R. Yeretaky.

comparative unimportance from the point of view of the bankers who were asked to advance money on shipping documents. But with prices falling delay in getting goods to market may well have become a serious matter for bankers. Presumably, it is from the banking point of view that objection is taken to the wider phrasing.

FRECKLES AND HIS FRIENDS

Casey Is Fitted For the Job

BY BLOSSER.



A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

JEFFREY'S
CELEBRATED
PILSENER BEER.

BREWED IN SCOTLAND.

Prices:—per case of 7 doz \$24.00
per doz. - - - 3.50
(INCLUDING DUTY)

PHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

Acknowledgment.

Mrs. James Macdonald and family return sincere thanks to all friends for their kind expressions of sympathy, and for the many beautiful floral tributes sent in their recent sad bereavement.

Births.

WALLACE.—At Seattle, on 21st February, to Mr. and Mrs. Chas. Wallace, a son.

GALLUZZI.—At No. 9 Mountain View, The Peak, on the 22nd inst. the wife of U. C. Galluzzi, a son.

Marriage.

GERRARD—HENDERSON.—At the Masonic Temple, Greenock, on the 12th January, by the Rev. Chas. F. Fleming, B.D. assisted by the Rev. W. Gerrard, brother of the bridegroom, George Gerrard of Hongkong, son of the late Rev. George Gerrard and of Mrs. Gerrard, Atholl Terrace, Edinburgh, to Helen Fairlie Henderson, O.B.E., daughter of the late Mr. George Henderson, Engineer and of Mrs. Henderson, 8 Antigua Street, Greenock.

Deaths.

LOPES.—At 22, Range Road, Shanghai, on February 24th, Lino Jose Lopes, formerly of the Treasury Office, Hongkong, aged 70. By cable.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 24, 1921.

A REGULAR MIX-UP.

Constitutional Reformers attending the Races yesterday must have had much of their enjoyment offset when they read the blunt intimation that the Home Government had decided to make no change either in the numbers or the mode of selection of members of the Legislative Council. Such was Mr. Churchill's announcement in reply to a question by Colonel John Ward, who pressed for an early statement on the question "in view of the pressing necessity of representation of the British attitude on the question of slavery and the employment of young children." Passing over for the moment the confusing of the issues by Colonel Ward, upon which we shall have something to say later on, this refusal to grant the Colony any measure of reform whatsoever is, to put it very mildly, disappointing, in view of the circumstance that other Crown Colonies have, in the recent past been granted concessions of a very far-reaching character. Why Hongkong should be fixed upon as the Cinderella of the Crown Colonies we can hardly understand. At all events the announcement comes rather in the nature of an anti-climax in view of Mr. Churchill's cable to the Governor, about a week ago, in which he declared "I wish to assure you of my interest in the fortunes of the community over which you preside." This Constitutional Reform question is the first Hongkong issue upon which Mr. Churchill has made a pronouncement, and if his utterance is to be taken as the measure of his "interest" in the community of this Colony, then we could very well do without his solicitude.

What we fear about this refusal is that it is based on the unfortunate mixing of two separate issues. The "slavery" and child labour question has nothing whatever to do with the Constitutional Reform question, though those with no knowledge of local conditions would be led to infer from Colonel Ward's phraseology that Hongkong Britishers want the Legislative Council reformed for the express purpose of dealing with this other matter. Nothing is further from the truth. Constitutional Reform was urged long before Colonel Ward and his verbose friends began exploiting this "slavery" problem; and it may as well be stated that even if the most thorough-going measure of reform were granted it is very much open to doubt whether the Unofficials would back up the Labour Colonel in his latest campaign. The one is as yet an academic issue; the other a matter of practical politics.

It would be illuminating to know whether Colonel Ward has confused the questions because of a lack of knowledge on the points involved, or whether he has deliberately bracketed them together in order to strengthen his case. At any rate, he was only in Hongkong for a "dog's watch," and, as he came here in a purely military capacity in the midst of a great war, and would presumably be fully occupied with Army affairs, it would be unfortunate were Parliament or the Government to accept him as a qualified spokesman on Hongkong matters. But what is of even greater importance is whether Mr. Churchill has got the issues mixed. We cannot very well see how he could have done, since we presume that he must have in his possession despatches emanating from the Hongkong Government setting out the facts of the case as well as the aspirations of the Constitutional Reform Association. One thing is certain—that His Excellency the Governor can be under no misapprehension as to the nature of the demands for reform of the Legislature, as will no doubt be borne out when his despatches on the subject are made public.

NOTES AND COMMENTS.

The Anglo-Japanese Treaty.

In a recent interview with a Press representative in London, Sir John Findlay, one of New Zealand's delegates to the League of Nations, stated that, while appreciative of Japanese assistance in the war, Australia and New Zealand objected to the renewal of the Anglo-Japanese Alliance. A cable now apprises us that the New Zealand Premier disclaims this statement as a presentation of the official view. The Premier adds that his country and Australia already have a thorough understanding with the Imperial Government respecting Japanese immigration, the Home authorities recognising the Dominions' right to decide who shall enter their countries; and expresses the view that New Zealand is not opposed to a renewal of the Treaty unless impossible conditions are imposed, as, for example, "such an interpretation of the Treaty as would make war with America possible." The brevity entailed by cable renders the qualifying clause a little ambiguous. Probably the meaning or the chief meaning, simply has reference to the question that has been attracting a good deal of attention lately—that of Britain's obligation to go to the assistance of Japan in the event of war between the latter country and the United States.

The U.S. Arbitration Treaty.

The facts in relation to this momentous matter have, one would have thought, been made fairly clear. The original Treaty, made in 1905, did not contain any restrictive condition respecting British aid to Japan, but when the Alliance was renewed in 1911 a clause, Article IV., was inserted to provide that the pact should not apply to any nation with which Britain had concluded a general Arbitration Treaty. During the interim Britain had negotiated, or negotiated for, such a Treaty with the United States. The Senate refused to ratify it, and therefore the Treaty—that is, the contemplated Treaty with the United States—did not come within the exceptions indicated in the Anglo-Japanese Treaty. Shortly after the breaking out of the war, however, Britain notified Japan that she would regard the Anglo-American Treaty as coming within the intention of Article IV. This, apparently, hardly sufficed to reassure a section of American opinion, which surmised that there might be secret clauses to the Anglo-Japanese Treaty. Such a thing has been specifically denied by official circles in London, while Baron Hayashi, the Japanese Ambassador, stated that Japan understood and entirely acquiesced in British non-participation in any war between his country and America.

Probable Modifications.

Although the term of ten years provided for by the Treaty expires in July of this year, the Alliance continues for a further twelve months, as neither party has given notice to terminate it; but naturally the subject of renewal has been engaging a lot of attention in both countries. It is hardly surprising that some modification has been manifested in Japan at the exemption proviso respecting the United States, and organs like the *Asahi* have frankly intimated that an arrangement which binds Japan to definite engagements, such as sending an army to India, if need be, while according exemptions in regard to Britain's obligations, is one-sided. In the Diet the other day, however, Viscount Uchida, the Foreign Minister, avowed that the Japanese Government still favoured renewal. At Home the Foreign Office has appointed a committee to report upon the whole question of the Alliance. With the former Minister to Peking, Sir John Jordan, at the head of the committee, Chinese susceptibilities will no doubt receive sympathetic consideration. Seeing that that one of the main purposes of the Treaty is to provide for the maintenance of China's territorial integrity, that country has, on first principles, the plainest right to be consulted. The pity is that Chinese weakness supplies, in large measure, the *raison d'être* of the Treaty. That Britain would, in a renewal of the Treaty, be categorically exempted from aiding Japan against America may be taken for granted; and the views of the Colonies are sure to receive careful consideration at the forthcoming Imperial Conference.

DAY BY DAY.

IN GENERAL, PRIDE IS AT THE BOTTOM OF ALL GREAT MISTAKES.—Ruskin.

Yesterday's health return shows one fatal case each of plague and small-pox (both Chinese).

In the semi-final of the Open Billiards Championship at the Victoria Recreation Club last night, L. A. Osmund defeated E. Guimaraes by 750-640. Osmund's highest breaks were 45, 38, 34, 25, 23, 21 and 20, whilst Guimaraes' best efforts were 41, 32, 25, 24 and 21.

An interesting debate took place at the St. Andrew's Church Hall, Kowloon, last night, under the auspices of the St. Andrew's Church Men's Association. The subject was—"Is Britain on the decline?" The Rev. G. R. Lindsay was in the chair. The two leaders were Messrs. A. E. Farrell and W. Jackson. A spirited discussion took place, and the gathering provided evidence of the popularity of this feature of the Association's activities. The next debate will take place on March 9th.

COOLIE'S DEATH.

Charge of Manslaughter Fails.

Arising from the death of a young Chinese coolie who was on the 15th instant killed at the Kowloon Docks by the falling of the anchor of the Fooksang which was in the Docks, the boatswain of the vessel was yesterday charged with manslaughter, it being alleged that in the lowering of the chain into No. 2 Dock he did not take the necessary precautions.

Examined by the Magistrate yesterday the defendant said that to put the ship's carpenter in charge of the windlass and sent two of the sailors to procure a two-inch wire hawser and a shackle. Another man was detailed to obtain a 3½ inch Manila rope which was to be attached to the last link of the anchor chain whilst it was being lowered into the dry-dock. He (the defendant) personally attached the wire hawser to the anchor chain, 25 feet from the end, the object being to give him control of the chain as it was being lowered. He also fastened the other end of the hawser. The Dock foreman stood at the bow of the ship, giving orders to the carpenter to start his windlass when necessary. Witness repeated the foreman's order, and at the same time watched the two seamen easing off the wire hawser. He did not repeat the foreman's last order, which caused the accident, because he was not ready, but despite this and the protest of the man, who was watching for the last link of the chain, the carpenter started the windlass. Released from the all control, the chain ran its whole length and fell on top of the deceased who was standing in the dry-dock below. It dropped on his head and smashed it.

In discharging the defendant, on the resumption of the case this morning, Mr. Lindell observed that the defendant, as shown in the evidence, had taken all the necessary precautions.

CHINESE IN SIAM ASKING FOR REDRESS.

Peking Proposes to Appoint a Minister to Bangkok.

As many complaints have been received by the Central Government from the Chinese residents in Siam, asking for redress because the Bangkok Government is imposing very harsh conditions on Chinese immigrants, the Ministry of Foreign Affairs, states a Peking report, has telegraphed to the Chinese Minister in Tokyo, Mr. Hu Wei-te, instructing him to acquaint the Siamese Minister there with its proposal to appoint a Chinese Minister to Siam.

A telegraphic reply has been received from Mr. Hu stating that the Siamese Minister has already submitted the proposal to the Bangkok Government and that as soon as a definite reply is given he will submit it.

TO-DAY'S MISCELLANY.

The cost of electing a United States President, has been tabulated by a writer in the *Forum* who averages out the total disbursements at 135 million dollars. But the personal campaign funds vary immensely, from 50,000 to 16½ million dollars—this latter being McKinley's bill of costs. Lincoln was the most economical of all the successful candidates in the list. "I cannot enter the ring on the money basis," he wrote; "first because in the main it is wrong, and secondly because I can not get the money."

The Honourable Corps of Gentlemen-at-Arms, to which three new officers have just been appointed, claims to be the oldest corps in England with the exception of the Yeomen of the Guard. Formerly the members were styled Gentlemen Pensioners, the present title being given by William IV. nearly 90 years ago. It is not generally known that each of the Gentlemen-at-Arms (who are recruited from the Reserve of Officers) receives a small allowance, nominally of £70. The Captaincy of the Corps is an Office that changes hands with other Household appointments upon a new Ministry coming into power, but the other officers are not subject to this uncertainty of tenure.

Mr. Arthur Acheson, one of the most diligent of our modern Shakespeare students, has put forward a claim that will rouse scholars of the poet's text to fresh bouts of controversy. In his latest book, "Shakespeare's Lost Years in London," which Mr. Bernard Quaritch publishes, he attempts to prove that the immortal Sir John Falstaff was not an imaginary figure of the poet's brain but had its original in real life, and that this original was John Florio, Florio was an Italian refugee and teacher of languages who shared with Shakespeare the patronage of the Earl of Southampton. His jealousy of the poet led him to let loose a flood of veiled abuse which Mr. Acheson identifies as aimed at Shakespeare. For this it is said he is ridiculed in "All's Well That Ends Well" in the character of Parolles, and later as Sir John Falstaff.

Kelly's Directories, which have passed under new control, represent a highly profitable undertaking, yet when the forerunner of them all, "A Collection of the Names of the Merchants Living in and about the City of London," was issued, in 1677, it contained a most apologetic preface addressed to the persons described therein: "Although the publishing of the ensuing pamphlet (or catalogue) may at the first seem to several persons a ridiculous and propostitious attempt, yet the author of this poor collection humbly hopes that it will not be exploded or rejected by you, for whose ease and convenience (together with your foreign correspondents) he principally intended it." The first London directory is a small octavo of 120 pages, each page containing some twenty names and addresses the former being printed in old English type and the latter in italics. It was published long before the practice of numbering houses came into vogue, so many of the addresses read quaintly enough: "Daniel Axtell, to be spoken withal at the sign of the Purse in Loathbury; Thomas Smith, backside the Exchange at a Packer's; Robert Blackman at a Barber's; Ironmonger Lane; Farly Stephenson, at Billingsgate every morning."

An examination of the names shows that the great family of Smith, Brown, Jones, and Robinson had not spread so far over London as it has now, for there are only eighteen Smiths, ten Browns, nine Joneses, and four Robinsons. The Cooks, Halls, Hills, and Kings are almost as numerous. Of the fifty-eight "goldsmiths that keep running cashes" thirty-eight carried on business in Lombard Street, which is still almost exclusively occupied by bankers, though none of the firms established there in 1677 has survived to the present day. But Child's Bank—described in the directory as "Robert Blanchard and Child, at the Marygold, in Fleet Street"—still carries on at No. 1, Fleet Street, the original marigold, with the motto "Ainsi mon ame," gilt upon a green ground, is still to be seen in the bank "shop," and a marigold still blooms on the bank cheques.

REUTER'S TELEGRAMS.

(Continued from Page 4.)

THE NEAR EAST CONFERENCE.

Turkish Delegates to Submit More Definite Proposals.

London, February 23. The rival Turkish delegations attended this morning's conference, which adjourned till to-morrow after an hour's discussion. A communique says that Tewfik Pasha and Bekirsam both expounded general principles for the restoration of peace in the Near East. They were invited to specify their views in more concrete form as to the points in the Treaty of Sevres which they desire modified.

British Dissatisfaction at Turkish Dilatoriness.

Later. Dissatisfaction is expressed in British circles at the dilatoriness of the Turkish delegation as shown at to-day's meeting of the conference. Despite the fact that the delegates had had months to consider the matter, they were unable to advance a concrete case. The German delegates who are going to London on Saturday are similarly at present in a state of indecision, the experts on the sub-commission disagreeing as regards recommendations.

Venizelos to be Consulted.

London, February 24. It is announced that M. Venizelos will shortly confer with M. Calogoropoulos to discuss the best means of retaining the pro-Greece advantages conferred by the Treaty of Sevres.

RESIGNATION OF IRISH CONSTABULARY OFFICE.

London, February 24. Crozier, in a letter of resignation, declares that theft by policemen is unpardonable. "I cannot associate myself with a force which such acts are condoned," states the letter. [The above message presumably refers to the Constabulary forces in Ireland. Col. F. P. Crozier, Royal Irish Rifles, and Major T. H. Crozier, who was born at Monksdown, Co. Dublin, figure in the Army List.]

THE YIELD FROM E.P.D.

London, February 23. Mr. Chamberlain announces that after providing £16,000,000 for refunds and approximately a million for interest as pre-payment, the net amount of the Excess Profits Duty paid to the Exchequer from April, 1, 1920 to February 31, 1921 was £191,000,000.

THE SITUATION IN PERSIA.

Coup d'Etat not Directed Against British.

Paris, February 23. Reports from Persia indicate that calm prevails at Teheran. The Bazaar has been closed, Cossacks have made a re-distribution of wealth. A number of arrests, have been made, including the ex-Ministers Montazul-mulk, Mokhteshames and Saitaneh and Princes Firman Firms and Firouz. The rebels declare that they respect the Shah and hold Bolshevism in abhorrence. The *coup d'etat* is apparently not directed against the British.

BULGARIAN PREMIER TO ACCOMPANY KING ON TOUR.

London, February 23. M. Stambulinsky, the Bulgarian Premier, accompanies King Boris on the visit to America in the summer.

ABERDEEN UNIVERSITY HONOURS BISHOP OF LABUAN.

London, February 22. The Senate of Aberdeen University has granted the Honorary Doctorate of Divinity to the Right Rev. E.D.L. Danson, Bishop of Labuan and Sarawak.

MEXICAN RAILWAY STRIKE EXPECTED.

Mexico City, February 23. In anticipation of a general railway strike, in which it is estimated about 40,000 employees will be involved, the Government has concentrated troops in all important centres. The trouble is due to the railway directors refusing to recognise the men's Unions. The Government is strongly supporting the directors.

FRENCH NAVAL DEBATE.

Paris, February 23. The Chamber lengthily debated the future of the Navy. The Minister for the Navy requested increased credits for complete reorganisation, meanwhile reserving the question of construction.

DISASTROUS BELGIAN FIRE.

Antwerp, February 23. Damage to the extent of six million francs was done by a fire in a shed at a Belgian naval base.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHANGHAI'S BILLIARD CHAMPION.

Shanghai, February 24. Mr. Porter beat Mr. Bush in the final of the Amateur Billiards Championship.

THE U. S. S. ALBANY.

Shanghai February 24. The U.S. S. Albany has arrived here from Via, divostok.

TO-DAY'S CHINESE TELEGRAMS.

Peking, February 23. The Macao delimitation question will be again taken up between Yen Wai-ching, the Minister for Foreign Affairs, and the Portuguese Minister, at the beginning of March.

The Government has instructed all the provincial authorities to hasten the election of M.P.'s, saying that important matters must be decided by the new Parliament.

It is reported that a loan of \$5,000,000, is in the course of negotiation between Tso Yu-lin and Japan in Tientsin for forest development. The conditions are at present unknown.

The Ministry of War, after a meeting, has decided that troops march or Urga from four sides. Four commanders have been appointed accordingly.

Shanghai, February 23. Information from Yunnan states that the conditions demanded by Koo Pui-chun, the new tuchun of Yunnan, from the Peking Government for reunion are as follows:—1st, the title of Commander in Chief will be abolished and Koo appointed as Tsuchun of Yunnan by mandate; 2nd all the arrears due to the military by Tung Chi-yao will be paid off; 3rd, the reorganisation system in Yunnan will be the same as in Kwangsi.

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MOTOR NOTES.

Some Interesting Items.

A new piece of dashboard equipment for the motor car is the altimeter, which shows, with reasonable accuracy, the altitude of the country being traversed.

One of the frequent causes of hard starting is a too rich mixture. In this case, it is best to wait until the excess gasoline evaporates. Then the engine will start at the first turn of the fly-wheel.

A German concern is now manufacturing a one-passenger electric chain-gear runabout which weighs 440 pounds. The car will run 35 miles over city streets on one charging of the battery.

The radiator hose connections should be frequently inspected. Quite often these look good from the outside. When the walls of the hose become decayed they have a tendency to swell and close thereby preventing proper circulation.

All foreign cars belonging to temporary residents or tourists in France are taxed 50 francs a month. If a car is used in crossing and recrossing the border, there is a circulation tax of 3 francs every time the crossing is made.

Travel over rough roads causes crystallization of various parts, with subsequent breakage, especially of steering rod spindles. To avoid this trouble, once a year the spindle should be removed, heated to a cherry red and then tempered.

Binding of the bushings that surround the push rods may be caused by the oil becoming gummy or by valve grinding grit that has got into the interior. If the aperture is closed with a cloth

"HONOURABLES" IN INDIA.

New Title Regulations.

Hitherto all members of the Indian Legislatures, Imperial and provincial, have been entitled to the prefix of "Honourable" during their period of office but this will no longer be the case.

It will be retained by members of the Executive Councils, central and provincial by High Court and Chief Court Judges, and by Residents of the First Class. The Governor-General has notified that it will also be applied to Ministers in the dyarchical provinces, to the Presidents of all the Legislatures, and also to members of the new Upper Chamber—the Council of State.

The Montagu-Chelmsford Report held that, in view of the great increase resulting from the reforms in the number of legislators throughout the country, it was undesirable that they should continue to enjoy the designation of "Honourable," but that provincial legislators should be entitled to affix the letters M.L.C. to their names, and members of the Central Assembly by the letters M.L.A.

The authors of the Report desired that the small central Second Chamber—the Council of State—should develop something of the experience and dignity of a body of Elder Statesmen, and recommended that the designation "Honourable" should be enjoyed by its members.

before the valves are ground the latter cause may be obviated.

The Government of France is preparing to spend 1,500,000 francs to study the effects of motor cars and trucks on road surfaces. The present roads were never intended for the strain put upon them by motor vehicles, and it is the object of the Government to find a new kind of road that will effectively stand such wear.

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

Hongkong And Macao.

Sir,—I am glad that "Ajax" dealt yesterday with the subject of the proposed Macao harbour in his weekly contribution to your valued paper under the heading of "An Islander's Diary," as it affords me an excuse for asking the courtesy of your columns to correct certain wrong impressions entertained by some people here as to the object of and necessity for such a harbour. Even "Ajax" himself, although he does not actually say it in so many words, cannot entirely conceal the suspicion which lurks in his mind that the new Macao harbour is intended to be a rival of Hongkong. Some people, I know, are of opinion that, behind the Government of Macao, there is certain secret influence at work,—an influence which, it is thought, is antagonistic to British supremacy in this part of China,—and whose object is to make the new port of Macao a rival of this port, and, as if to corroborate this suspicion, capital is made out of the rumour that the contract for the construction of the harbour of Macao is to be given to a concern which is neither Portuguese nor British.

Although I am not speaking on behalf of the Macao Government, not being authorised to do so, I nevertheless know enough about the matter to be able to most emphatically deny the existence of any such influence or of any ulterior motive on the part of the Macao Government, which can in any way whatsoever be characterised as antagonistic to British interests in Hongkong, or, for that matter, anywhere else. And lest I forget it, let me say, before proceeding any further, that, being in constant touch with the Officials who direct the destinies of Macao, I can positively affirm that their desire has always been that Macao should maintain the best of relations with Hongkong. The insinuation that certain influence antagonistic to British interests is at work in Macao is so foolish that one can only laugh at it. The Macao Government has done nothing to warrant such an unjust suspicion, and no one who knows the cordial and friendly relations existing between the two Governments will give this patently mischievous insinuation a moment's serious consideration.

As far as I know, there is no truth in the report that the contract for the harbour works will be given to a firm which is neither Portuguese nor British. That the contract has not yet been awarded to anybody I know for a certainty. If a local Portuguese or British firm does not get the contract, it does not necessarily mean that the Macao Government has any ulterior object in view. Contracts of such magnitude, involving the expenditure of millions of dollars and calling for the highest technical knowledge and experience, cannot be given out indiscriminately, and the Macao Government would be rightly criticised if it did so; hence nobody can blame it for only considering the applications of competent firms. However, British interests are not being over-looked, since, as "Ajax" says, there is one firm of British engineers that has every chance of securing the contract. I understand that this British engineering firm has gone to enormous expense to prepare plans and specifications, besides sending out special representatives to study the cause of the silting up of the harbour, and it has thoroughly satisfied the Macao Government of its competency to satisfactorily undertake the construction of the proposed new harbour, and if gets the contract, which it certainly deserves to get,—I feel sure, if my estimate of the British business community of Hongkong is right, that the fact that the firm in question is not a local firm will not detract from the genuine pleasure it will experience when informed that this British firm has been awarded the contract.

The idea of a new harbour for Macao is not of recent date. It has existed for more than 30 years, as "Ajax" correctly says. Eminent Portuguese engineers have come out, at various times, to study the matter and report thereon to the Home Government, but the cost was estimated at figures beyond the capability of the Macao Treasury, and the idea could not, therefore, be materialised. But conditions

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have changed since then, and Macao has now enough funds for the construction of a new harbour, which, although it may not satisfy the requirements of modern leviathans of the sea, will nevertheless be of a size sufficient to cater for the trade which it is intended to cater for when the Macao to Canton Railway is built. Such a harbour should be welcomed by business men of all nationalities trading in this part of the world. It will serve as a connecting link between Hongkong and the many important producing and manufacturing centres in Heungshan and on the West and North Rivers, which, at present, are obliged to send their products to Hongkong by junks and other low-speed water craft through pirate infested water-ways or by equally pirate infested and badly constructed roads when transported by land. The railway will, it is hoped, bring the goods speedily and safely to Macao to be there shipped to Hongkong and other near-by ports at a cost which will certainly be cheaper than the present slow and dangerous means of transport, having in view the heavy tax demanded by the pirates as the price of free passage through their domains. It is also hoped that by developing this trade a new source of revenue will be available to Macao, enabling it to do away with some of the present sources of revenue which are condemned by so many people.

The supremacy of Hongkong as a shipping port in South China is not likely to be ever contested by Macao, with or without the 2½ cents Light Dues, but if the worst comes to the worst, what is there to prevent the Hongkong Government from entering into an arrangement with Macao whereby ships entering either port shall pay the same shipping tax?

Enclosing my card and thanking you for the publication of this letter in your valued paper,
Yours etc.,
PATRICIO.

Hongkong, 23rd February, 1921.

DR. JOHNSON'S ANCESTRY.

His Paternal Grandfire A Yeoman, Not A "Day Labourer."

It has perplexed people who like to think that great qualities are dependent on ancestry that so much wisdom could have come to Dr. Samuel Johnson from stock which, on one side, has hitherto been listed as day-labourers.

Now Mr. Aleyn Lyell Reade, author of privately printed "Johnsonian Gleamings," has come along with "astounding revelations," which prove Samuel Johnson's family on his father's side to have been quite genteel, and to have had resources equal to apprenticing its sons to the very respectable trade of book-selling.

Dr. Johnson perhaps with that day-labouring tradition at the back of his mind, was apt to poke fun at his own lack of ancestry. Whether he would have exulted at the new genealogical find, dug from the record of Stationers' Hall, which gives his grandfather the status of yeoman or gentleman, is a debatable point. He had, after all, his prejudices in favour of noble birth.

AFTER SUN-SET.

THE STRANGE MALADY OF A YOUNG GIRL IN SINGAPORE.

Syed Abdullah Alsagoff, son of the late Syed Alsagoff, the famous merchant of Singapore, says:—"I cannot but think that Dr. Williams' Pink Pills were the means of saving my sister's life. Everybody marvelled at her cure." The facts of this young lady's case, as related by her brother on her behalf, are as follows:—

"Some time ago my sister was suffering from Anaemia and a sort of fever which came on every evening soon after sun-set. We had her under medical treatment, but gradually she got worse and worse. Her face was pale and haggard, she became so thin that she was nothing but skin and bone and distressing to look upon. Sleeplessness troubled her greatly, her appetite was very poor and she only wanted to eat sour things. She became so weak that for many months she was confined to her room.

"I despaired for her recovery until one day I read that Dr. Williams' Pink Pills are a cure for diseases of this character. Then I persuaded my sister to try these famous Pills, and the experiment proved a great success. The first bottle of Dr. Williams' Pink Pills relieved her considerably and produced signs of decided improvement. So she continued taking them until she was entirely well. She is now strong and healthy, has a good appetite and has increased in weight. The fever has disappeared."

Although styled by the alliterative title "Dr. Williams' Pink Pills for Pale People," Dr. Williams' Pink Pills have been used and eulogized by people of almost every race and clime for over thirty years as the world's great remedy for disorders arising from impure, watery blood or disordered nerves. They are obtainable from medicine vendors everywhere, also, post free, 1 bottle for \$1.50, six bottles for \$8, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

THE OLYMPIC GAMES.

CRITICISM BY THE ADMIRALTY.

At a meeting of the Olympic Council held in London recently, it was reported that the total liability for the sports at Antwerp amounted to £1021, and there was a balance of £45, but that many promises of support were likely to materialise to balance the account.

A letter was read from the Admiralty criticising the management of the sports as far as the English representatives were concerned. It is stated that the representative of the Navy who attended the Games at Antwerp considered the British team, with the notable exception of the boxers, had not been properly managed. It was felt, the letter stated, that some of the competitors had not attained a sufficiently high standard to compete in international sport. The naval representative mentioned that there were in some cases feelings of suspicion and even jealousy between the various teams.

A long discussion followed, the feeling of the Council being strongly opposed to the Admiralty criticism, on the ground that the statements were contrary to facts, and it was decided to reply to the Admiralty in terms to that effect.

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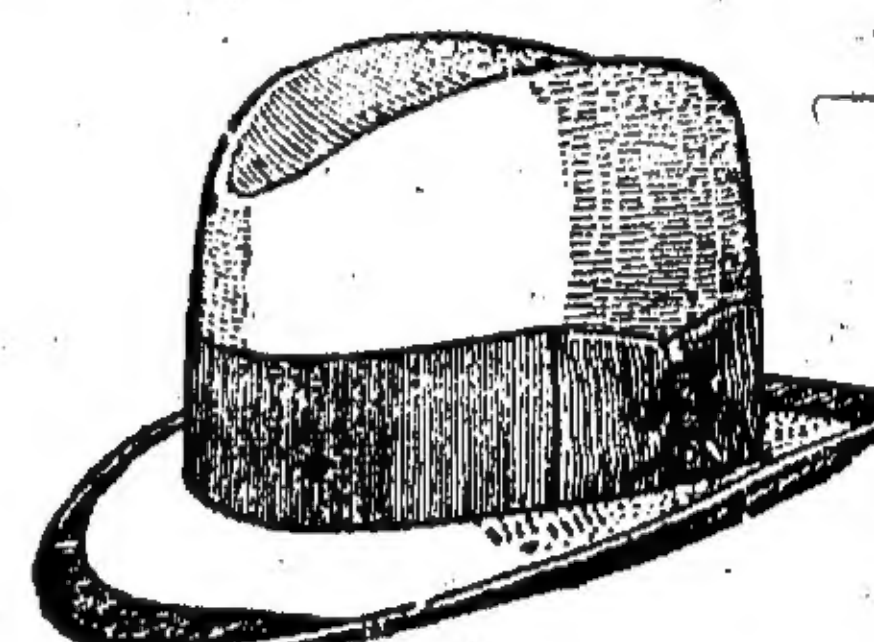
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CAMERA NEWS



TO HELP CHINA.

Mr. Thomas W. Lamont, of New York, a member of J. P. Morgan Company, who has been appointed chairman of the fund committee which is raising money for the Chinese famine sufferers.



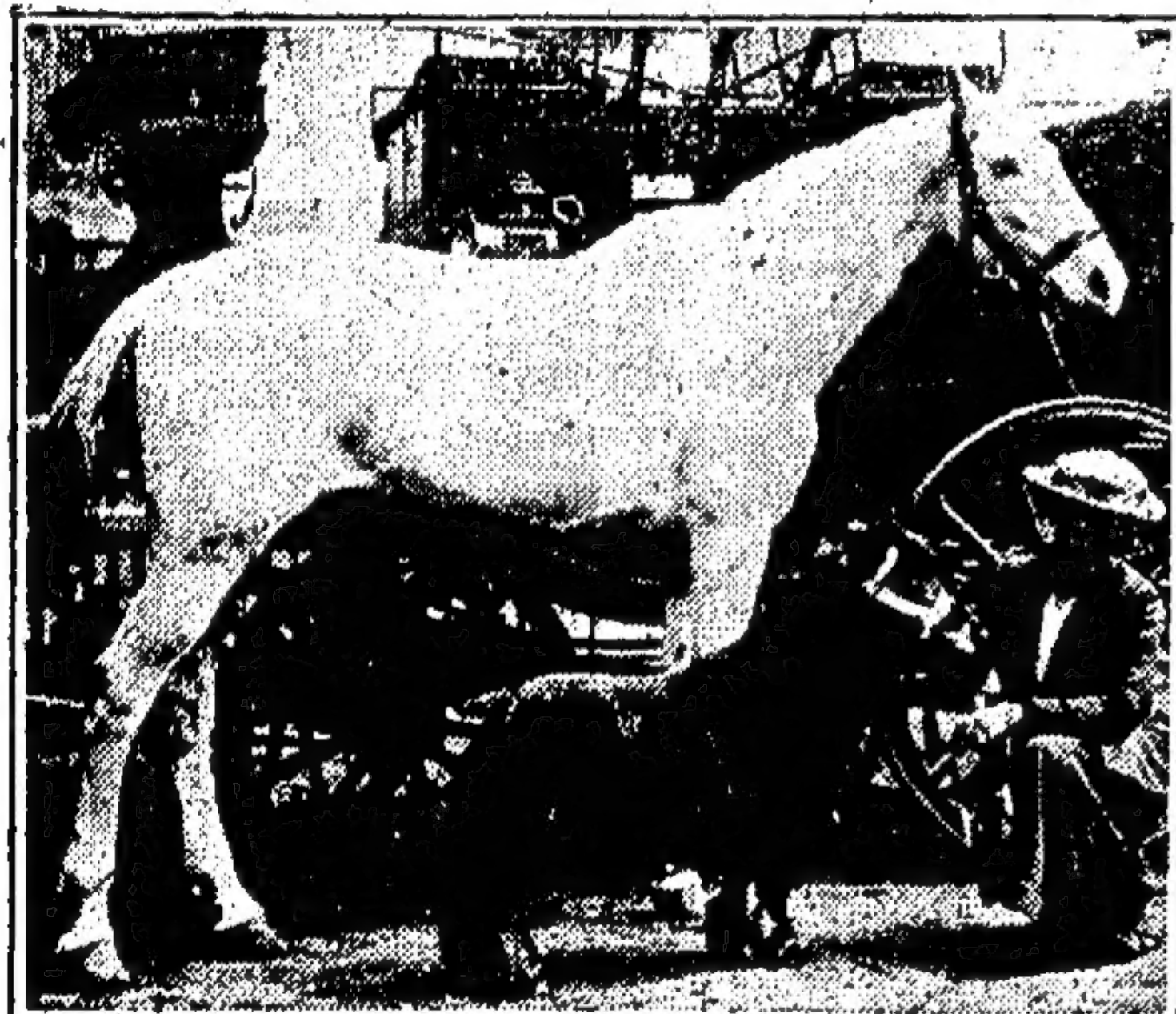
MRS. MACSWINEY RETURNS.

Crowds of singing children, wearing sashes of Sinn Féin colours, and scores of Irish sympathizers were at the pier to say goodbye when Mrs. Muriel MacSwiney, wife of the late Mayor of Cork, sailed for Ireland on the U. S. ship Panhandle State.



SHANGHAI'S LADY LAWYER.

This American lady has been admitted to the bar and authorised to practice law at Shanghai. She is the wife of Commander Cleveland McCauley, U.S.N., and a law graduate of the University of Texas.



WORLD'S SMALLEST PONY.

"Babs" of London, is the world's smallest pony, her owners claim. She belongs to a circus, and is about the size of a large dog.



CARUSO.

Latest photo of the famous Italian singer, who is lying seriously ill.



A SNOW PLOUGH.

Here is a mammoth snow plough, pushed by a tractor, which has been used to great effect in Michigan.

DOINGS OF THE DUFFS

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ADVENTURES OF THE TWINS.

AS WE GO MARCHING ON.

When the pupils of Meadow Grove school were through with the questions Mr. Scribble Scratch had asked them, and Cobby Coon had won the prize for being the brightest boy (a piece of coloured glass to hang around his neck), the fairy schoolmaster said they would have marching. Mr. Owl and old Judge Crow, and Dr. Mink, Prof. Hare and Mr. U. U. Chuck, the school board visitors, pushed back their chairs to make plenty of room.

The way they did was quite interesting, but perhaps you know about it, because they may do it the same way in your school. Some one was the leader, and they marched up one aisle and down



Cobby Coon won the prize for being the brightest boy.

the other and then around the room and then up and down aisle again until they came to their own seats. Nancy was leader to-day and Nick played the time on his little mouth-organ while everybody marched and sang. This was their song:

"Skeeter a-singin' 'neath the weeping willow tree,
I am fond of him, and he's as fond of me.
If I don't give him one bite why he will give me three,
As we go marching on!"

"Mr. High a-swimmin' in the brook so very near,
Heard the skeeter's song and then swam close so he could hear.
Thought it was so fine he up and swallowed it, my dear.
As we go marching on."

There were more verses, but not about the mosquito, for that was the end of him.

But in spite of Nick's music and the singing and Nancy's leading, Mr. Scribble Scratch began to get tired on his feet with a ruler, it was very hard for the pupils to keep step with his Sparrow walking on two legs, Terry Toad on four, Buddy Blue Bottle on six, Sarah Ann Spider on eight, and Topsy Thousand Legger on a thousand. And Greenie Grasshopper only took one step to an aisle!

(To be continued to-morrow.)

FOOTBALL.

To-morrow's Programme.

The follow is the programme of matches arranged for to-morrow:

DIVISION I.
H.M.S. Titania v. Kowloon.
Navy "A" ground, 4.30 p.m.
S.C.A. v. Hongkong Police.
S.C.A. ground, 4.30 p.m.

DIVISION II.
Staff and Depts v. R.G.A. Reserves.
St. Joseph's ground, at 4.30 p.m.
Kowloon v. H.M.S. Carlisle.
St. Joseph's ground, at 3 p.m.
S.C.A. Reserves v. 22nd Punjab.
S.C.A. ground, 3 p.m.
Indian Rec. Club v. St. Joseph's.
Navy "B" ground, 4.30 p.m.

The two first division matches were down to be "played" last week, but as these teams were engaged in the shield competition they have been arranged for to-morrow.

The Titania receive the Kowloon men on the Navy "A" ground, where a very good game should be seen with the sailors winners. Kowloon are having bad luck just at present, but it is expected that they will give a good account of themselves in this match.

The S.C.A. are at home to the Police; that is, if the latter can be spared from controlling the Race crowd. The S.C.A. should win, although they will have to go all the way.

In the Junior Division a good game should be seen between the Staffs and R.G.A. Both teams will not be fully represented and the Artillery should win.

A very even game should be seen between Kowloon and Carlisle on the St. Joseph's ground, with the sailors just winning. St. Joseph's will be out after three weeks' absence from the League and they should improve their position.

The S.C.A. will have an easy game with the Punjab and the usual Chinese crowd will be present.

The valley grounds will be congested, for, with four matches on at the same time and with the Races being run, a large crowd will be in attendance.

The first division table now reads:—

| | P. W. L. D. | For | Agst. | Pts. |
|-------------|-------------|-----|-------|------|
| Wiltshires | 14 10 1 3 | 13 | 23 | 13 |
| R.G.A. | 14 9 3 2 | 28 | 16 | 20 |
| H.K. Club | 14 5 4 2 | 20 | 12 | 14 |
| Tamar | 13 6 1 2 | 18 | 13 | 13 |
| Kowloon | 13 5 3 1 | 16 | 13 | 13 |
| S.C.A. | 12 4 4 1 | 11 | 13 | 12 |
| Titania | 10 4 5 1 | 17 | 14 | 9 |
| H.K. Police | 12 2 7 3 | 8 | 23 | 7 |
| Ambrose | 12 1 10 1 | 10 | 32 | 3 |

The following team has been selected to represent the Kowloon Football Club in their 2nd Division League match:—H. McKay; A. Spary; S. Adams; C. Stewart; S. H. Hower; R. Roberts; E. Donovan; A. Palmer; J. Coombe; K. Mason; A. Estorff.

TEAMS.
Then following will represent the United:—W. McLeod; A. E. Simmons; D. D. Urquhart; J. Leonard; Laine; Baker; Kew; Brown; May; Blake; Chubb.

The following will represent the Club 2nd XI:—C. Groat; A. Boyson; A. Ross; A. McDonald; W. McKenzie; S. Sorrensen; Hast; A. Ogilvie; J. P. Shenx; E. Railton; and McKenzie.

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(Opening Rate: closing Rate on Page 1).

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|-------------------|---------|
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| 30 d/s | 2/5 1/2 |
| 60 d/s | 2/5 1/2 |
| 4 m/s | 2/5 1/2 |
| T/T Shanghai | Nom. |
| T/T Singapore | 105 1/2 |
| T/T Japan | 98 1/2 |
| T/T India | 190 |
| Demand, India | 190 1/2 |
| T/T San Francisco | 47 1/2 |
| T/T New York | 47 1/2 |
| T/T Java | 135 |
| T/T Marks | Nom. |
| T/T Francs | 6 50 |
| Demand, Paris | 6 50 |

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| | |
|-----------------------------------|-----------|
| 4 m/s L/C | 2/7 1/2 |
| 4 m/s D/P | 2/7 1/2 |
| 6 m/s L/C | 2/7 1/2 |
| 30 d/s Sydney and Melbourne | 2/8 1/2 |
| 30 d/s San Francisco and New York | 49 1/2 |
| 4 m/s Marks | Nom. |
| 4 m/s Francs | 7.10 |
| 6 m/s Francs | 7.30 |
| Demand, Germany | 47 1/2 |
| Demand, New York | Nom. |
| T/T Bombay | Nom. |
| Demand, Bombay | 190 1/2 |
| T/T Calcutta | Nom. |
| Demand, Calcutta | 190 1/2 |
| On Yokohama | 98 1/2 |
| Demand, Manila | 110 |
| On Saigon | Nom. |
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TIME TABLE.

| WEEK DAYS. | | |
|-------------|---------------|------------------|
| 7.40 a.m. | to 9.50 a.m. | Every 15 min. |
| 9.50 " | to 11.30 a.m. | " |
| 11.30 a.m. | to 1.00 p.m. | " |
| 1.00 p.m. | to 1.30 p.m. | " |
| 1.30 p.m. | to 2.30 p.m. | " |
| 2.30 p.m. | to 3.30 p.m. | " |
| 3.30 p.m. | to 5.10 p.m. | " |
| NIGHT CARS. | | |
| 8.50 p.m. | to 11.30 p.m. | Every 30 minutes |
| 11.30 p.m. | to 1.30 a.m. | " |
| SATURDAYS. | | |
| 7.40 a.m. | to 10.30 a.m. | Every 15 min. |
| 10.30 a.m. | to 11.30 a.m. | " |
| 11.30 a.m. | to 12.00 noon | " |
| 12.00 noon | to 1.00 p.m. | " |
| 1.00 p.m. | to 3.30 p.m. | " |
| 3.30 p.m. | to 5.10 p.m. | " |
| SUNDAYS. | | |
| 7.40 a.m. | to 10.30 a.m. | Every 15 min. |
| 10.30 a.m. | to 11.30 a.m. | " |
| 11.30 a.m. | to 12.00 noon | " |
| 12.00 noon | to 1.00 p.m. | " |
| 1.00 p.m. | to 3.30 p.m. | " |
| 3.30 p.m. | to 5.10 p.m. | " |

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Also, cargo accepted for Transhipment at San Francisco
and or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE: 1st floor Powell's Building, 12, Des Voeux Rd., Tel. 300

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIKA April 1 | S.S. WEST HIKA April 3.
Through Bills of Lading to all U.S. and CANADIAN OVER-
LAND POINTS. No transhipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern
Pacific Railroads.

HEAD OFFICES:

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BRANCH OFFICE:

KOBE, SHANGHAI,

MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road.

Telephone No. 1082.

CHAS. E. RICHARDSON,

General Agent for South China.

PACIFIC SHIPPING.



DOLLAR
LINE



SAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS. SAILING DATE.

"GRACE DOLLAR" FEB. 26TH.

FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" MARCH 5TH.

FOR VANCOUVER.

"BESSIE DOLLAR" MARCH 5TH.

Through Bills of Lading issued to all Over Land Common Points in
the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR

795.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYPYLUS" Sailing date 2nd March. Calls at Boston.

"KENTUCKY" 6th March. "

"LAETES" 22nd March. "

"SWAZI" 19th April. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

15,000 tons 11,000 Tons 10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" S.S. "NANKING" S.S. "NILE"

Feb. 25th at 10 a.m. March 30th. April 21st.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" March 19th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

April 3rd. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

SAILING DATES

Europe, U.S.A., Etc.

| | | |
|--------------------|-------------|---------|
| China | C. M. Co. | Feb. 25 |
| West Ivan | F. W. Co. | Feb. 25 |
| W. Isan | S. & D. | Feb. 25 |
| Apus | S. & D. | Feb. 25 |
| Persia M. | T. K. K. | Feb. 26 |
| Grace D. | R. D. Co. | Feb. 26 |
| Laborer | P. & O. | Feb. 27 |
| Glentara | J. M. Co. | Feb. 27 |
| Toyohashi M. | N. Y. K. | Feb. 27 |
| Teiresias | B. & S. | Mar. 1 |
| Eurypylos | B. & S. | Mar. 1 |
| Achilles | B. & S. | Mar. 1 |
| Van Cloon | J. C. J. L. | Mar. 1 |
| Eurypylos | B. & S. | Mar. 2 |
| Lancaster | S. & D. | Mar. 2 |
| Egremont | D. & Co. | Mar. 3 |
| Kashgar | P. & O. | Mar. 3 |
| Stentor | B. & S. | Mar. 4 |
| Kanagawa M. | N. Y. K. | Mar. 4 |
| Bessie | R. D. Co. | Mar. 5 |
| Titan | B. & S. | Mar. 5 |
| W. Henshaw S. & D. | | Mar. 5 |
| Kentucky | B. L. | Mar. 6 |
| Kentucky | B. L. | Mar. 6 |
| Pawlet | A. L. | Mar. 7 |
| Korea M. | T. K. K. | Mar. 7 |
| Pawlet | A. L. | Mar. 7 |
| Helenus | B. & S. | Mar. 8 |
| Hungaria | D. & Co. | Mar. 8 |
| Dilwara | P. & O. | Mar. 9 |
| Fushimi M. | N. Y. K. | Mar. 9 |
| St. Albans | P. & O. | Mar. 9 |
| Glentara | J. M. Co. | Mar. 11 |
| Kleist | N. Y. K. | Mar. 11 |
| Toyama M. | N. Y. K. | Mar. 11 |
| Tarba | N. Y. K. | Mar. 12 |
| W. Montana | A. L. | Mar. 12 |
| W. Henshaw | B. & S. | Mar. 12 |
| Anjo M. | T. K. K. | Mar. 15 |
| Tijmanosek | J. C. J. L. | Mar. 15 |
| Telamon | B. L. | Mar. 16 |
| Taiyuan | B. & S. | Mar. 16 |
| Karmala | P. & O. | Mar. 18 |
| Alipore | P. & O. | Mar. 18 |
| Mishima M. | N. Y. K. | Mar. 18 |
| Siberia M. | T. K. K. | Mar. 19 |
| Laertes | B. L. | Mar. 22 |
| Akita M. | N. Y. K. | Mar. 22 |
| Mito M. | N. Y. K. | Mar. 24 |
| Ningchow | B. & S. | Mar. 26 |

Japan, Coast Ports, Etc.

| | | |
|-------------|-------------|---------|
| Sado M. | N. Y. K. | Feb. 25 |
| Sunning | B. & S. | Feb. 25 |
| Hailong | D. L. Co. | Feb. 25 |
| Apus | S. & D. | Feb. 25 |
| Fooksang | J. M. Co. | Feb. 25 |
| Chinbua | B. & S. | Feb. 25 |
| Delagoa M. | N. Y. K. | Feb. 26 |
| Hangsang | J. M. Co. | Feb. 26 |
| L. Faulr | P. M. Co. | Feb. 26 |
| Chenan | N. Y. K. | Feb. 26 |
| Yoboshi M. | N. Y. K. | Feb. 26 |
| Teopao | J. M. Co. | Feb. 26 |
| Kwongeng | J. M. Co. | Feb. 26 |
| Dilwara | P. & O. | Feb. 26 |
| Tanda | P. & O. | Feb. 27 |
| Muroran M. | N. Y. K. | Feb. 27 |
| Kwongsang | J. M. Co. | Feb. 27 |
| Yuensang | J. M. Co. | Feb. 27 |
| Jacox | P. M. Co. | Feb. 27 |
| Tilleboet | J. C. J. L. | Feb. 28 |
| Sinkiang | B. & S. | Mar. 1 |
| Haiching | D. L. Co. | Mar. 1 |
| Chengtu | B. & S. | Mar. 1 |
| Choyasang | J. M. Co. | Mar. 1 |
| Loksang | J. M. Co. | Mar. 2 |
| Toyooka M. | N. Y. K. | Mar. 3 |
| Kitano M. | N. Y. K. | Mar. 3 |
| Hailong | D. L. Co. | Mar. 4 |
| Tjisalak | J. C. J. L. | Mar. 5 |
| Soochow | B. & S. | Mar. 5 |
| Riojun | D. & Co. | Mar. 6 |
| Laisang | J. M. Co. | Mar. 8 |
| Samarang M. | D. & Co. | Mar. 12 |
| Trieste | D. & Co. | Mar. 15 |
| Nikko M. | N. Y. K. | Mar. 16 |
| Bombay M. | N. Y. K. | Mar. 17 |
| Borneo M. | D. & Co. | Mar. 24 |

THE HONGKONG & WHAMPOA DOCK CO., LTD.

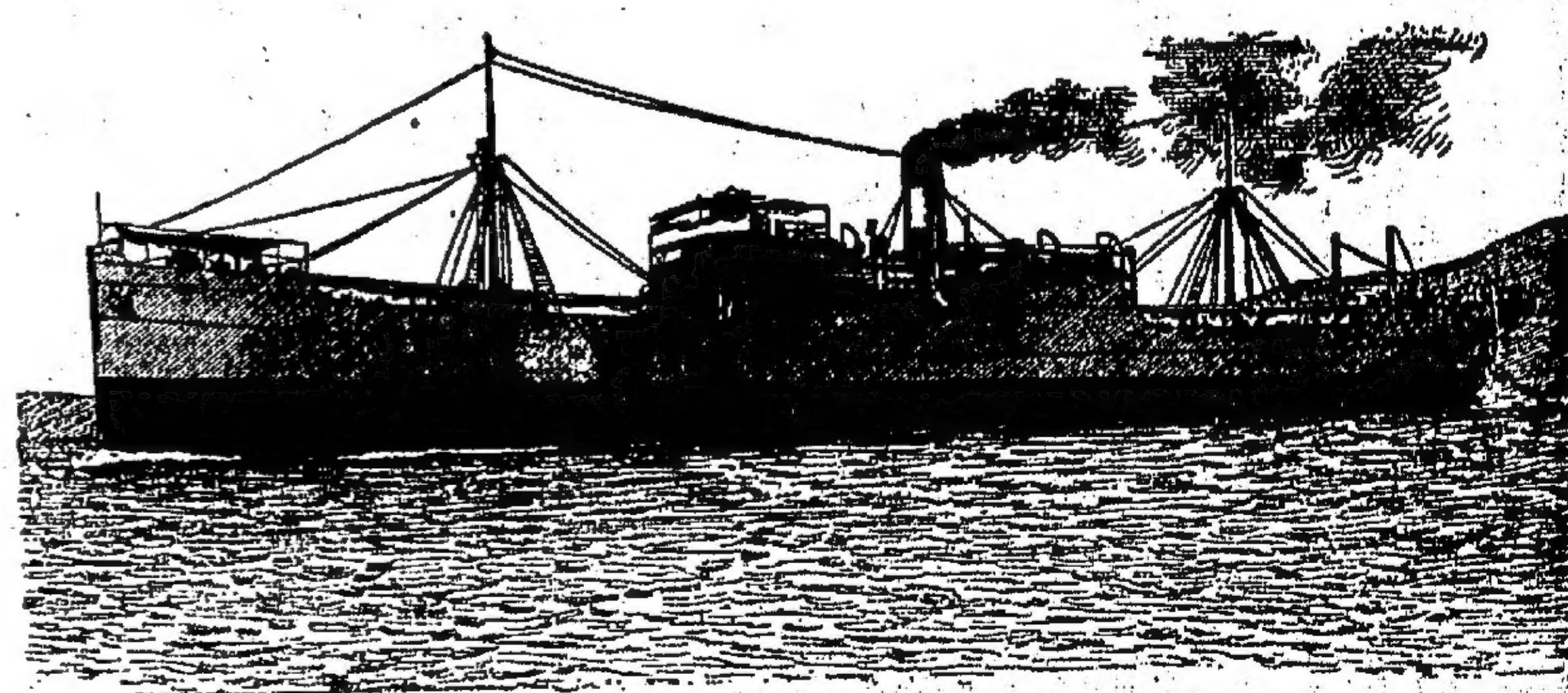
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A4; A.B.C. Fifth Edition Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|--------------------------|
| KASHGAR | 9,000 | 3rd Mar. | M'les, London & Antwerp. |
| DILWARA | 5,400 | 9th Mar. | S'pore, Colombo & B'bay. |
| ALIPORE | 5,300 | 18th Mar. | M'les, London & Antwerp. |
| KARMALA | 8,000 | 18th Mar. | M'les, London & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|------------|-------|------------------------|---|
| ST. ALBANS | 4,500 | 9th Mar. | Calcutta via Singapore, Penang and Rangoon. |
| | | | Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney. |

SAILINGS TO SHANGHAI & JAPAN.

| S.S. | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|-------------------|
| DILWARA | 5,400 | 26th Feb. | Shanghai & Japan. |
| TANDA | 7,000 | 27th Feb. | Shanghai & Kobe. |

WIRELESS ON ALL STEAMERS.

Paras Monitoring not more than 24ft. X 1ft. will be received at the Company's Office no to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & CO.**

22, Des Vieux Road Central. Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU Friday, 11th Mar. at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednesday, 20th Apr. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ELEIST MARU Friday, 11th Mar. at 11 a.m.

MISHIMA MARU Friday, 18th Mar. at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU Saturday, 12th March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Friday, 28th Mar. at 11 a.m.

NIKKO MARU Tuesday, 19th Apr. at 11 a.m.

NEW YORK via Suez.

AKITA MARU Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU Saturday, 26th February at noon.

BOMBAY MARU Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU Thursday, 3rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Wednesday, 16th Mar. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU Saturday, 26th February.

MURORAN MARU Sunday, 27th February.

KITANO MARU Thursday, 3rd March, at 11 a.m.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between **JAVA, CHINA and JAPAN.**

| Steamer | From | Expected on or about | Will leave on or about | For |
|----------|------|----------------------|------------------------|-------|
| Tijlboot | Java | in port | 28th Feb. | Japan |
| Tijlsak | Java | in port | 5th Mar. | Java |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING JAVA PACIFIC LIJN. NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|---------|------|----------------------|------------------------|-----|
| | | | | |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn. York Buildings.

Telephone No. 1974.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to FOR NEW YORK or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing about end of March.

LLOYD TRIESTINO. BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

IFRIME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIKUN MARU" Sailing on or about 6th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to: **DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia. | Leaves Hongkong for Australia. |
|---------|----------------------------------|--------------------------------|
| TATYUAN | 13th March. | 16th March. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong. |
|------------------|----------------|
| S.S. "GLENAPP" | 25th February. |
| "CARNARVONSHIRE" | 10th March. |
| "PEMBROKESHIRE" | 25th March. |

HOMEWARDS.

| Vessel | Leaves Hongkong. | Discharges. |
|-------------|------------------|----------------------------|
| "GLENARA" | 27th Feb. | GENOA, LONDON & ROTTERDAM. |
| "GLENARIFE" | 11th Mar. | GENOA, LONDON & ROTTERDAM. |

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 245, sub-ex. 23 and 3696.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

| Destination | Steamer | Sailing |
|---------------------|-----------|-----------------------------|
| SHANGHAI & Taingtau | Hangsang | Sat., 26th Feb. at d'light. |
| BANGKOK via Swatow | Wongong | Sat., 26th Feb. at d'light. |
| HAIPHONG via Hoihow | Teonao | Sat., 26th Feb. at 9 a.m. |
| SHANGHAI via Swatow | Kwongsang | Sun., 27th Feb. at d'light. |
| SHANGHAI via Swatow | Chowsang | Tues., 1st Mar. at d'light. |
| HAIPHONG via Hoihow | Lalsang | Wed., 2nd Mar. at 9 a.m. |
| KOBE | | Tues., 8th Mar. at d'light. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

| For | Steamers | To Sail |
|---------------------|----------|---------------------|
| SHANGHAI & TSINGTAO | Chenan | 26th Feb. at 4 p.m. |
| SWATOW & BANGKOK | Chenglu | 1st Mar. at 10 a.m. |
| AMOY, SHAI & PUKOW | Sinkiang | 1st Mar. at noon. |
| SHANGHAI | Soochow | 3rd Mar. at noon. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly), and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Feb., 25, 1921

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|--------------------------|
| Halloong | W. Couper | FRI., 25th Feb. at noon |
| Halching | A. H. Stewart | TUES., 1st Mar. at noon. |
| Halhong | W. C. Passmore | FRI., 4th Mar. at noon. |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers

For SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN" 25th February.

Further sailings to be announced later. Through B/L issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

MOVEMENTS OF STEAMERS.

The A. L. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash., via ports on or about February 26th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. PAW. LET is due to arrive here from Portland, Ore., via ports on or about March 7th.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th Feb. and is due at Yokohama on or about the 28th Feb.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Singapore for this port on the 16th Feb. and is expected here on the 25th Feb.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 19th Feb. and is expected here on the 4th March.

The N. Y. K. s.s. MURORAN MARU (Calcutta Line) left Singapore for this port on the 19th February and is expected here on the 26th February.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama, on 18th February, left there 19th Feb. and is due at Vancouver on 28th Feb.

The Dodwell Line s.s. EGREMONT CASTLE arrived at Yokohama from New York on 21st Feb. and sails from that port on the 23rd inst. for Kobe, Nagasaki Shanghai and Hongkong.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 22nd Feb. leaves there 22nd Feb. and is due at Hongkong on the 5th March.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The T. K. K. s.s. KOREA M. arrived at Manila on the 22nd instant and will sail 24th instant, being due at Hongkong Saturday morning, the 26th instant.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

The s.s. HUNGARIA, sailed from Moji on the 23rd inst. for Hongkong via Shanghai, Dodwell & Co. Agents.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney, for Hongkong via ports, on the 23rd Feb. and is expected here on the 15th March.

WATER RETURN.

Level and Storage of water in Reservoirs on Feb. 1, 1921.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

| | 1920. | 1921. |
|----------|-------------|------------|
| Tytam | 9.3 Below | 10.8 Below |
| Tytam | 23.2 Below | 28.3 Below |
| Tytam | 5.8 Below | 15.7 Below |
| Tytam | 25.10 Below | 9.7 Below |
| Tytam | 25.1 Below | 26.1 Below |
| Tytam | 14.8 Below | 15.8 Below |
| Poktulum | 31.51 | 22.48 |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1920. | 1921. |
|----------|--------|----------|
| Tytam | 310.49 | 267.78 |
| Tytam | 1.40 | N/A |
| Tytam | 150.18 | 119.50 |
| Tytam | 917.00 | 1,183.25 |
| Tytam | 1.89 | 5.67 |
| Poktulum | 31.51 | 22.48 |

Total 1,555.94 1,568.22

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Jan.

| | 1920. | 1921. |
|------------------|---------|--------------------|
| Consumption | 152.97 | 223.31 M. gallons. |
| Estimated popul. | 277,800 | 281,490 |

Consumption per head per day 22.4 25.5 Gallons.

Constant supply in all districts during Jan. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1920. | 1921. |
|----------|--------|----------|
| Kowloon | 253.22 | 253.30 |
| Kowloon | 1.40 | N/A |
| Kowloon | 150.18 | 119.50 |
| Kowloon | 917.00 | 1,183.25 |
| Kowloon | 1.89 | 5.67 |
| Poktulum | 31.51 | 22.48 |

Consumption of water in the Kowloon District in millions and decimals of gallons during the month of Jan.

Consumption per head per day 22.4 25.5 Gallons.

Constant supply in all districts during Jan. of both 1920 and 1921.

The Government Engineer's reports show the water to be of excellent quality.

W. CHATHAM. Water Authority.

REUTERS' TELEGRAMS.

(Continued from Page 4.)

THE FRENCH ARMY.

Able To Cope With All Aggressors.

Paris, February 24.
In the Chamber, during a debate on the Army Estimates, M. Barthou (War Minister) declared that the French Army at present did not need to fear any military aggression on the part of Germany. M. Doumer (Minister of Finance) declared that the Army had excellent war material for a hundred Divisions.
Replying to M. Le Fevre (the ex-War Minister) M. Barthou refused to state the number of France's Divisions, but he assured the Chamber that the first measures of mobilisation necessary to ensure the safety of France would enable her to cope with any adversary unwilling to keep its engagements or to defend herself against this adversary's aggression. His remarks were received with repeated applause.

IRISH AND UNEMPLOYMENT PROBLEMS.

Mr. Bonar Law's Utterance.

London, February 24.
Mr. Bonar Law, speaking at Leeds, referred to Ireland. He declared that if the Government gave for crime what they would not give to reason, crimes would spread and it would end the British Empire. As regards unemployment, if Labour were returned to power to-morrow, instead of curing unemployment they would have a shaking of confidence everywhere, leading to incalculable disaster.

CONDEMNED SINN FEINER.

King's Bench No Power over Military Court.

London, February 24.
The Court of King's Bench at Dublin refused an application for a writ of *habeas corpus* in respect of the Tipperary man, Allen, condemned to death by a military court for being in possession of a revolver and of a book entitled "Night Fighting," the Court holding that it had no power to interfere with a military court in a martial-law area.

GERMAN DELIVERIES.

What Britain Has Received.

London, February 24.
In the House of Commons, Mr. Chamberlain stated that deliveries in kind so far allocated by the Reparations Commission to the British Empire were 3,181 tons of dyestuffs; 304 ships of a tonnage of 1,508,000, of which 262 had been sold for £13,609,000, from which £3,100,000 was deductible for expenses and repairs.

HOURS OF SEAMEN.

International Conference Expected to Last a Month.

London, February 24.
Under the auspices of the International Labour Office, a joint conference of shipowners and seamen of all countries met in London to-day to consider the reduction of hours. The discussions are expected to last a month. It is hoped that by careful readjustment of the shifts the views of both parties may be met.

BRITISH PRISONERS IN ANGORA.

London, February 24.
In the House of Commons, Mr. Harmsworth said there were 22 British prisoners in the hands of the Angoraites whilst a number of Nationalists were in British custody. The Angora Government refused to discuss the release of prisoners, but he hoped the matter would be settled by the present Conference.

THE FAR EASTERN REPUBLIC.

London, February 24.
In the House of Commons, replying to a question, Mr. Harmsworth said the Government had not received a copy of Yourin's request to China for recognition of the Russian Far Eastern Republic. No similar request had been made to Britain.

PARLIAMENT'S JURISDICTION OVER MANDATES.

London, February 24.
The question of Parliament's jurisdiction over mandates was again raised in the House of Commons at question time. Mr. Chamberlain replied that obviously Parliament must decide what territory should be administered by the Government.

COAL MINERS OPPOSE DE-CONTROL.

London, February 24.
The delegates of the Miners' Federation at a private conference in London passed a resolution protesting against the proposed de-control of the coal trade, declaring that the Federation would oppose de-control by every means in its power.

BRITISH ARMY IN GERMANY.

London, February 24.
In the House of Commons, Mr. Williamson said the War Office had received from Germany 346 million marks in local currency towards the upkeep of the Rhine Army.

INDISCIPLINE IN IRELAND.

London, February 24.
In the House of Commons, Sir Hamar Greenwood stated that 62 members of the forces in Ireland had been arrested for robbery and other offences since January 1st.

INCREASED UNEMPLOYMENT DONATION.

London, February 24.
In the House of Commons, in the course of a discussion on the Unemployment Bill, the Government agreed to increase the donation to 20/- weekly.

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c. "
Sizes F. G. H. & 1¼ — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per MURORAN M., 26th Feb.
U.S.A. and Manila—Per KOREA M., 26th Feb.

OUTWARD MAILS.

To-morrow.

Bangkok—Per FOYLE, 10 a.m.
Shanghai and N. China—Per DILWARA, 5 p.m.
Dairen, Japan, and *San Francisco—Per HAMBURG M., 3 p.m.
Shanghai & North China—Per CHENAN, 5 p.m.
Pakhoi, and *Haiphong—Per CHONGVA, 8 a.m.
Takao—Per SANKA MARU, 3 p.m.
*Swatow, *Shanghai & *N. China—Per KWONG SANG, 5 p.m.
Hoihow & Haiphong—Per TEO-PAO, 8 a.m.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, and Bombay—Per DELAGODA M., 9.45 a.m. Letters 10 a.m.
Dairen, Japan, Honolulu, Canada, United States, C. & South America and *Europe via San Francisco—Per PERZIA M., Reg. 5 p.m. Letters 5 p.m.

Sunday, 27th Feb.

Japan—Per TJLEBQET, 9 a.m.
Shanghai, N. China & Japan—Per TANDA, Reg. 9 a.m.
Monday 28th Letters 7.30 a.m.
Swatow, Amoy and Keelung—Per AMAKUSA M., 9 a.m.

Monday, 28th Feb.

Swatow—Per HYDRANGEA, 3.30 p.m.
Swatow, *Shanghai & *N. China—Per CHYO SANG, 5 p.m.

Tuesday, 1st Mar.

Shanghai & N. China—Per HUNAN, 10 a.m.
Shanghai & N. China—Per HANYANG, 5 p.m.
Amoy, *Shanghai & *North China—Per SINKIANG, 11 a.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.
Swatow & Bangkok—Per CHENG FU, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, Aden & Europe via Suez—Per TERESIAS, Reg. 8.45 p.m. Letters 10.30 a.m.

Wednesday, 2nd Mar.

Hoihow, and Haiphong—Per LOK SANG, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, Aden & Europe via Suez—Per KASHGAR, Reg. 5 p.m. Letters Thursday 3rd 8.30 a.m.
The Parcel Mail will be closed on Wednesday, 2nd Mar. at noon.

Thursday, 3rd Mar.

Swatow, *Straits and *Bangkok—Per HUPEH, 9 a.m.

Friday, 4th Mar.

Swatow, Amoy and Foochow—Per HATHONG, 11 a.m.

Saturday, 5th Mar.

Shanghai and N. China—Per SOO CHOW, 11 a.m.

Monday, 7th Mar.

Japan—Per LAI SANG, 5 p.m.
*Correspondence bearing vessel's names only.

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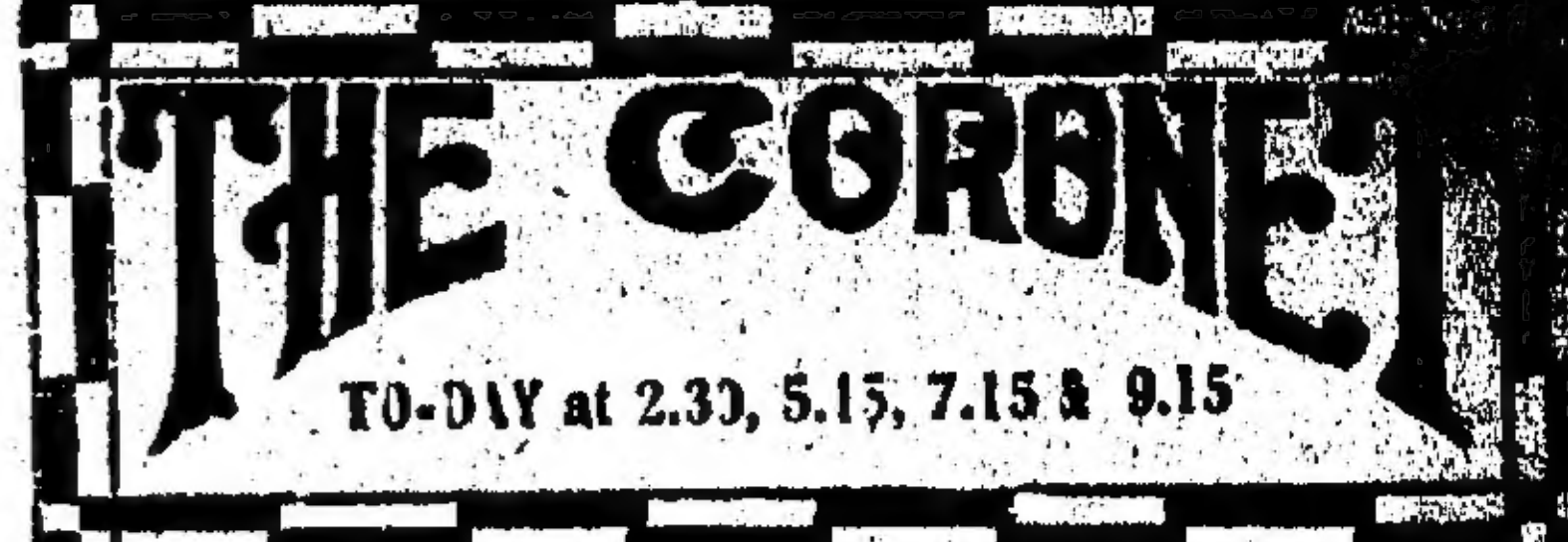
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METEOROLOGICAL.

| Previous Day | on date. | on date. |
|-----------------------------|-----------|------------|
| at 5 p.m. | at 6 a.m. | at 10 p.m. |
| Barometer ... 30.05 | 30.07 | 30.03 |
| Temperature ... 65 | 62 | 66 |
| Humidity ... 87 | 49 | 44 |
| Wind Direction ... E. | E. | E. |
| Wind Force ... 4 | 4 | 3 |
| Weather ... b | b | b |
| Rain ... 0.00 | 0.00 | 0.00 |
| Highest open air ... 68 | 67 | 69 |
| Temperature on the ... 24th | 67 | 68 |
| Lowest open air ... 58 | 58 | 59 |
| Temperature on the ... 25th | 68 | 69 |

T. F. OLAXTON, Director.
H.K. Observatory, Feb. 25.

WEATHER REPORT.

Feb. 25d. 11h. 54m.—Pressure has decreased moderately at Weihaiwei, and slightly at other reporting stations.

The anticyclone has weakened and moved eastward. The monsoon is interrupted to the north of Amoy. It will remain fresh to moderate over the North China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.23 inches, against an average of 2.90 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

| District | Forecast |
|---|--|
| 1 Hongkong to Gap Rock | E. winds, moderate; fine, foggy later. |
| 2 Formosa Channel | N.E. winds fresh to moderate. |
| 3 South coast of China between H.K. & Lamocka | The same as No. 1. |
| 4 South coast of China between H.K. & Hainan | The same as No. 1. |

T. F. OLAXTON,—Director.
H.K. Observatory, Feb. 25, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z" on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of East Greenwich).

Printed and Published for the Proprietor, by Alfred Morley at 11, Ice House Street, in the City of Victoria, Hongkong.